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FOUNDED 1881 NO. 23,217 香港英文十月十一號 SATURDAY, OCTOBER 11, 1930. 星期六 十月十一日 $30 PER ANNUM SINGLE COPY 10 CENTS

GOLF ANNOUNCEMENT

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BANDIT TREACHERY.

TERRIBLE END OF LADY MISSIONARIES.

COLD-BLOODED BRUTALITY PRIOR TO EXECUTION.

GO-BETWEEN'S STORY.

Having been terrorised day after day with hints of an impending horrible doom, Miss Edith Nettleton and Miss Eleanor Harrison were brutally beheaded, not shot, by their Fukien bandit captors. The facts are revealed by Mr. A. J. J. Martin, British Consul, and the Rev. Sills, of the Church Missionary Society, in an account of their experiences in the interior, seeking the release of the ladies.

The go-between employed graphically describes an unpleasant experience in the Communist lair. He was compelled to watch a farcical trial, at the end of which four Chinese were murdered, Miss Harrison being present the whole time.

The murder of the British ladies appears to have been hastily decided upon, following an attack by a rival party of bandits.

INDICTMENT OF FUKIEN OFFICIALS.

Foochow, Oct. 10.

It now appears that Miss Nettleton and Miss Harrison, of the Church Missionary Society, who were reported to have been shot by their bandit captors, were brutally and clumsily beheaded.

The Britain Consul, Mr. A. J. J. Martin, and the Reverend Sills, of the C.M.S., returned from Kienning to-day after several weeks of strenuous, but futile effort to secure the release of the ladies, and they reveal that after three months of captivity in the Communist lair in the mountains of North Fukien, both Miss Nettleton and Miss Harrison were subjected to unusually cold-blooded brutalities, suffering terrible mental anguish.

They were given no liberty, no opportunity for exercise and no privacy.

Horrible Doom Hints.

They were guarded night and day by at least four brigands, armed to the teeth, who were constantly suggesting to their victims that horrible doom was impending.

The ladies were taken out to a lonely house on the hillside and beheaded following on a rival band's attack on the Communist headquarters which were ten miles away.

Miss Harrison and Miss Nettleton left Chungan, in North Fukien, where they had carried on their work of mercy for several years, on June 26 last, bound for Foochow.

They were travelling by boat along the Minkiang River and had covered about fifteen miles when the boatmen were attacked by Communist bandits, who took them prisoners and carried them off into the mountains to the North-East.

Chinese Indifference.

Chinese officials at Kienyanghsien were informed of the outrage. At first they were indifferent, but later, on July 27 they definitely promised the British Consul that they were taking steps for the immediate release of the captives.

It appears that troops were actually sent into the area where the reds reign supreme, but it is obvious they made no strenuous endeavour to release the ladies.

The promise of the Kienyanghsien authorities was specifically renewed on August 10 but nothing was done.

General Lu Hsin-pang, the rebel leader, sent troops to Chungan where the Communists were holding up the Bohea tea crop, routed the Communists, and then ordered their return to Kienningfu, escorting about five thousand Chinese refugees and a quantity of tea for which services the refugees were compelled to pay $170,000.

Although Lu Hsin-pang's troops were right in the Red area, General Lu made no effort to release the lady missionaries, for whom the Communists were demanding a ransom of $100,000.

Go-Between's Experience.

After strenuous endeavours, the Rev. Sills obtained a go-between, who reached the Communist headquarters on August 29th, and who returned to Kienningfu on September 6 and reported that none of the communications sent by the C.M.S. or the British Consul had reached the ladies.

The go-between graphically described how, while he was in the Communist camp on September 1, Miss Harrison and four Chinese prisoners were brought bound to the execution ground, where after five hours of a farcial trial standing in the sun without any protection whatever, the Communists shot one of their Chinese victims and clumsily beheaded three under Miss Harrison's eyes.

Shocking Threats.

Miss Harrison was reprieved for a fortnight, while the go-between returned to Kienning with the demand for $100,000 failing which, the Communist leader declared, Miss Harrison's head would be sent to Kienning.

If this failed to produce a big sum Miss Nettleton's head would follow.

The leader added that if the church or the foreigners were unable to pay, then either the local or the Nanking authorities must.

Based on the best available Chinese advice, the go-between returned with a counter-offer of $10,000 which the bandits scorned. It was then decided to pay $50,000 and the go-between returned to the Communists to arrange the method *of transmitting the ransom.*

Belongings on Sale.

After their departure from Kienning, Mr. Martin and the Rev. Sills learned that Chinese were selling the contents of the ladies' boxes on the streets of Chungan, confirming the reports which had reached them that the ladies had been killed.

The cruel conduct of the Communists has amazed their own countrymen, and it is your correspondent's conviction that the motives were political, the Communists hoping to cause the Nanking Government trouble in their international affairs.

A letter written by the Communists after the murder reads:

"We have power to take you foreigners, to hold you to ransom and to kill you."—*Reuter.*

Memorial Service.

London, Oct. 10.

The memorial service for Miss Harrison and Miss Nettleton at St. Bride's Church, Fleet Street, was attended by relatives, representatives of churches of all denominations, two representatives of the Chinese Minister, Bishop Lander (formerly of Hongkong) and Bishop Mowl.

The Rev. Wilson Cash, in the course of a sermon, said the two ladies stood as a bulwark of Christianity against the tide of Bolshevism, and their sacrifice would not be in vain.—*Reuter.*

BRAZILIAN REBEL CLAIMS.

LOYALTY OF NAVY NOW IN QUESTION.

SITUATION GRAVER.

London, Oct. 10.

The Admiralty announces that the cruisers Delhi and Dauntless, which are at Trinidad and Kingston respectively, have been ordered to stand by in case they have to proceed to Brazil to protect British interests there.

Rio de Janeiro, Oct. 10.

The Minister of Marine has ordered several merchant vessels to be armed with guns to co-operate with warships.—*Reuter.*

Buenos Aires, Oct. 10.

The Brazilian revolutionaries claim that their forces dominate the whole of Brazil except Rio de Janeiro, Sao Paulo and Amazonas. They say the Fleet is powerless, as the insurgents control the wireless system.—*Reuter.*

New York, Oct. 10.

It appears that the loyalty of the Brazilian Navy, which is the most critical factor for the Government, hangs on the thinnest thread.

It is reported that at least one cruiser has hoisted the Red flag and gone over to the rebels. The Navy consists of two battleships, three cruisers and a number of light craft.—*Reuter's American Service.*

Washington, Oct. 10.

The Brazilian Embassy declares that the Federal Government is in a position to stamp out the revolution, and has warned Brazilians not to believe "terroristic rumours."—*Reuter's American Service.*

Rio de Janeiro, Oct. 10.

With Brazil's largest cities, Rio de Janeiro and Sao Paulo, as prizes of victory, the civil war is approaching a decisive phase along the three thousand mile Atlantic seaboard.

The Federal forces are coming to grips with the insurgent followers of the Liberal leader Cetulio Vargus. The insurgents are reported to have been heavily reinforced and to have reached within striking distance of Sao Paulo.—*Reuter's American Service.*

ANOTHER WALL-ST. SCARE.

NEW LOW LEVELS FOR FAVOURITE STOCKS.

New York, Oct. 10.

A deluge of selling, the like of which has not been seen in Wall Street since the slump of last Autumn, swept over the Exchange this morning, sweeping away hundreds of millions of dollars in quoted values, and sending such old market stalwarts as United States Steel, General Electric and Standard Oil Company of New Jersey to new low levels for the year.

Something like panic was caused, but by the afternoon the market reacted strongly and there were many net advances of from two to six points.—*Reuter's American Service.*

NO NEW TAXATION IN FRANCE.

NATIONAL DEFENCE COSTS INCREASE.

Paris, Oct. 10.

The Budget for 1931 shows that revenue is estimated at Frs.50,251,000,000, and the expenditure at Frs.50,145,000,000.

Taxation is not to be increased. The cost of national defence has risen by Frs.748,000,000. Other expenditure has been drastically cut.—*Reuter.*

RUSSIA'S NEED OF WORKERS.

UNEMPLOYMENT PAY NOW STOPPED.

Moscow, Oct. 10.

It is officially announced that owing to an acute shortage of industrial workers in Russia, the Commissariat of Labour has ordered unemployment pay to be discontinued.—*Reuter.*

ATLANTIC FLIGHT SUCCESS.

COLUMBIA LANDS IN SCILLY ISLES.

FLIERS FORCED DOWN EARLY BY PETROL LEAK.

BOYD'S ADVENTURES.

London, Oct. 10.

The Bellanca monoplane "Columbia" piloted by Captain Erroll Boyd, with Lieut. Harry Connor as his navigator, made a safe landing in the Scilly Isles, off the south-west point of Cornwall, to-day, having completed a flight of about 2,000 miles across the North Atlantic from Harbour Grace, Newfoundland.

The news of the landing followed closely upon information flashed from Ireland that a monoplane, believed to be that of the Atlantic airmen, had been sighted off the south coast of Ireland during the early afternoon.

Tank Trouble.

The landing was made at 4.30 p.m., the machine alighting safely on Tresco Island, one of the biggest of the Scilly group. It is understood that the failure of the airmen to make further progress was due to petrol tank trouble. They hope to take off for Croydon aerodrome to-morrow.—*Reuter.*

Toronto, Oct. 10.

The news of the safe landing of the Atlantic flier, Captain Erroll Boyd has delighted his father, mother, wife and four young daughters.

Exciting Life.

Boyd is a Canadian, 38 years of age, and he has had a most adventurous career.

During the war, while serving in the British Royal Air Force, he participated in the naval raid upon Zeebrugge. During the attack, the engine of his aeroplane was put out of action by a direct hit, but he made a brilliant gliding descent from twelve thousand feet, manoeuvring his crippled plane so as to land inside the Dutch border, where he tumbled out of the machine unhurt.

Two years ago, Captain Boyd crashed from a height of three hundred feet and escaped unhurt, while previously when flying over Mexican territory, he was heavily fired upon by Mexican bandits. His aeroplane was simply riddled with bullets, but Boyd escaped unharmed.

A Song Writer.

In the course of his adventurous career, he has been a motor salesman, the manager of a grocery store and a song writer.

His companion Lieut. Connor, was formerly in the United Navy Air Service, and is an expert "blind" flier.—*Reuter.*

It may be recalled that Clarence D. Chamberlin, with C. A. Levine as passenger, flying the same machine, flew from Roosevelt Field, New York, to Eisleben, 110 miles south-west of Berlin, a record non-stop Transatlantic flight of 3,911 miles, in 42 hours and 31 minutes. They started off at 6 a.m. on June 4th, 1927, and landed at 12.35 a.m. on June 6th, due to exhaustion of petrol. The engine used was a 200 h.p. Wright.

It must be the only machine that has twice accomplished the North Atlantic crossing.

EASMA CLUB'S FUTURE.

A PROPOSAL TO CLOSE IT DOWN.

That the heavy expenses entailed in its operation does not justify its continuance, is given as the reason for a recommendation by the Committee of the Ex-Service Men's Association, for the closing down of the social club run in connexion with E.S.M.A.

A resolution to this effect will be placed before the members at the annual general meeting of the Association next month, when the desirability of winding up the social club and of paying off its debts, will be explained in detail.

Should this recommendation receive the approval of the meeting, it will not in other respects affect the future of E.A.S.M.A., which will continue its other activities.

THE BEAVERBROOK CAMPAIGN.

TO FIGHT FOR DUTY ON FOREIGN PRODUCE.

CONFERENCE BUSY.

London, Oct. 10.

Lord Beaverbrook, in a statement with regard to Mr. Baldwin's declaration on Imperial Preference, says the Empire Crusaders must continue the fight until they know that what Mr. Baldwin intends to submit to the people includes a duty on foreign foodstuffs.—*Reuter.*

London, Oct. 10.

The third meeting of the Committee of the Imperial Conference on certain aspects of inter-Imperial relations was held this afternoon at the House of Lords, under the chairmanship of the Lord Chancellor.

An exchange of views took place on certain questions referred to the Committee, including questions relating to the issue of Exequaturs to foreign Consuls and the form and ratification of Treaties. These matters raise technical points of procedure in which, generally speaking, questions of principle are of minor importance.

No further formal conideration was given to-day to economic problems by the Conference. The position regarding them is that certain suggestions have been placed before the Conference.

The Plenary Session on Wednesday indicated in particular the views of the Dominions on one possible method of improving Empire trade, namely tariffs and preference. These and other proposals on the same subject, some of which were indicated in the preliminary agenda of the Conference, are being closely examined.

Regarding preferences, there is some experience to work upon in these examinations, and their effect and value and the desirability of continuing or extending the system is one of the subjects of study.

Another question which has been taken up is that of wheat, and conversations are actively proceeding between the delegates interested in producing and marketing wheat.—*British Wireless.*

NEW CABINET IN RUMANIA.

M. MIRONESCU BECOMES PREMIER.

Bucharest, Oct. 10.

The Cabinet has been reconstituted, with M. Mironescu as Premier and Minister for Foreign Affairs.

It is largely identical with M. Maniu's Ministry, being purely National Peasant in complexion.

M. Maniu, leader of the Peasant Party, who brought back King Carol, resigned on the 6th instant as a sequel to trouble with his colleagues. The view was generally expressed at the time that the relations between the Cabinet and the King were really at the bottom of the trouble.—*Reuter.*

TERRIBLE MEXICAN OUTRAGE.

EIGHTY KILLED WHEN CHURCH SET ON FIRE.

New York, Oct. 10.

A message from Mexico City states that religious enemies murdered eighty peasants in a church at San Carlos, in the State of Tobasco.

They set fire to the building, and the inmates were either incinerated or shot when attempting to escape.—*Reuter's American Service.*

ILLEGAL INDIAN SOCIETIES.

PROPERTY MAY NOW BE CONFISCATED.

Simla, Oct. 10.

The Viceroy has promulgated an Ordinance empowering local Governments to seize the property of any Association which is declared illegal.—*Reuter.*

Bulls and Inners

From the Office Butts.

Talking of Ice House Street and cricket, they have at least this much in common—you can get stumped in both.

The latest upset in Brazil places that country at the top of the South American Revolution League Tables.

Scotsmen, we read, usually have strong teeth. They need them in Hongkong, with so many counterfeit coins about.

Amateur gardeners are now finding that ignorance is blis-ters!

"Phond Phather:"—You say you want to make sure that your boy will be one who counts in life. Why not make him a boxing referee?

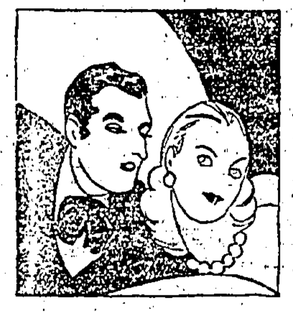
Old King Coal is a patient old soul,
And as soon as the days become shivery,
He knows that his reign will commence once again
And his subjects will ask for delivery.

Some shareholders apparently prefer to put their Trust in Realty.

We hear of a local lad who is so innocent that he thinks a vamp is only a way of playing a piano.

The trouble with lots of people in Hongkong is that they pay their instalments by instalments.

It's easy to get credit for being good, but try to get cash.



Poet (tenderly): Your eyes inspired me to write this poem. Adored One: Then I must see an oculist at once.

In view of the coming Census, it would perhaps be just as well if some of our young ladies decided now just how old they will be next year.

A writer says the motor-car has influenced architecture very considerably. Especially when it tries to climb up a verandah pillar.

"Endurance bridge" is the latest craze. It may be foolish, but at least it has its points.

Let's hope the revolution in Brazil won't interfere with our supply of nuts for Christmas.

A local resident who couldn't spot a winner at yesterday's Race Meeting has come to the conclusion that life is just one darned thing in front of another.

A Kowloon miss gave a splendid performance the other afternoon. She hit forty-five, most of them ricksha coolies.

A new kind of cloth, we read, is composed largely of elastic. It seems our laundry had been under the impression it was introduced long ago.

Some famous sayings:—"Here's the five I owe you—now we're even."

Eight members of the Hongkong Police Force were photographed during the week in order to prepare a suitable Christmas card. When finished, it is expected to be a bobby-dazzler!

Valentine cards, are, of course, not unknown in the Force.

Seasonable Note:—Coincidental with the anticipated shortage in cats, a boom is predicted in the street sales of "Number One Fox!"

The man who started the rumour about taxing electricity overlooked the old adage that an Englishman's ohm is his castle!

What about calling it the "shock and snare" market?

"Superstitious:"—It would probably be unlucky to cut your nails on Afridi. He may be armed.

Talking of to-day's Races, the horse is man's best friend until he starts betting on it.

Yesterday was "Double Ten," Anno Dominoes, of course.

What a chance for local wowsers, To protest in manner haughty; Just because a girl wore trousers, (After all, she looked quite sporty.) We can't see cause for stricture, Or for even comment scathing; When we think of many a picture, We've beheld of damsels bathing. In any case, we think long Pants, Will never be *de rigeur*, Unless we have a school for "Bants," For pants *do* show the figure. So never mind what ladies wear, At any form of sport; We're sure they'll always dress with care, If only wrapped in thought!

Some girls are so hard that nothing less than a diamond will make any impression on them.

We know of two local men who are just crazy mad to fight each other, but they can't fight with their glasses on for fear they'll break them, and if they take them off they can't see each other.

Last words:—"I hope there isn't a car round this corner."

We have no sympathy for the man who drinks: only envy.

What a pity cameras were not invented in Jonah's day!

There's a fortune awaiting the firm which can convert an old topee into a decent-looking felt hat.

We hear of a local batsman who's getting quite nervous about his coming-out ball.

Home Note:—The best way to make a pipe cleaner is to clean it.

In a recent talkie the hero sang the theme song with his face hidden entirely from the audience. That helped quite a little.

The Reconstruction Department at Canton says it is wrong to regard fire-crackers as "superstitious goods". Nevertheless, it's bad "joss" when somebody lights one under your seat!

Some people never get mad when they top their drive. They just play golf for the exercise.

One day I took a photograph
Of Daddy's spoted cow and caph:
They lay at ease in a ravine
On the cool turf of freshest grine.
"Oh goodness me!" exclaimed the calf,
"Such flummdingoes make me laif."
Just then a sparrow on a bough
Hurled a bass solo at the cough.
Her bovine ladyship averred
"How nice of that dear little berred!"

Several in Victoria Gaol last Thursday sang the 'prisoners song' all out of tune—because the Superintendent wouldn't give them the key.

Reading of the stern struggle in Brazil, we appreciate that some of these nuts are hard to crack.

This back to the land policy does not apply to Hongkong. Here we have our back to the landlord.

One readily appreciates what the old lady on the ferry said when she read that the Athletics beat the Cardinals. Sport nowadays makes a bigger hit than religion.

In Singapore's Budget it is estimated that the Government will, in consequence of the trade slump, receive $10,000 more than normally in fees from bankruptcy proceedings. Couldn't Hongkong, by the same process, find a way to prosperity?

Applicants for arms licences now have to satisfy the police of their proficiency in the use of arms. For pop-gun users this new regulation will be a bit of a corker.

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THE "DOUBLE TEN" CELEBRATIONS.

SEVERAL FUNCTIONS IN THE COLONY.

Presiding at the tea party in the hall of the Chinese General Chamber of Commerce yesterday afternoon, in the celebration of the anniversary of the Chinese Republic Mr. Li Yick-mui said that the Chinese enthusiasm over the celebration of the "Double Tenth" was increased this year on account of the day being officially recognized as a public holiday in Hongkong. Mr. Li recalled the troubled conditions all over China on the occasion when he presided at the "Double Tenth" anniversary in 1929, and expressed gratification that this year political events in North China were showing signs of an early peace and order.

The Chairman of the Chinese Chamber predicted that peace in North China would ultimately lead to the restoration of a prosperous period in the Two Kwangs, with which Hongkong was so commercially connected.

There was a record attendance of prominent Chinese bankers and merchants, including the Hon. Sir Shou-son Chow, the Hon. Mr. R. H. Kotewall, C.M.G., the Hon. Mr. S. W. Tso, O.B.E., Messrs. Li Yau-tsun, C.B.E., Wong Kwong-tin, Chan Heung-pak, T. N. Chau, Li Po-kwai, J. M. Wong, Leung Put-yu, A. Morris, B. W. Tape, Li Shing-kui, E. S. Kong, Kong Siu-lui and many others. Both the entrance and the interior of the Chamber were beautifully decorated with bunting and flowers, while four big floral characters in Chinese meaning, "Long Live Chinese Republic" were most prominently displayed over the tea room.

Diocesan Boys' School.

The main hall of the Diocesan Boys' School was nearly filled to capacity to celebrate the Double Tenth with speeches, a concert and a dance.

Those on the platform were the Headmaster (the Rev. W. T. Featherstone), Mr. Law Lok-tin, Mr. Tsui Ching-li, Mr. Kwan Hok-lam (interpreter for the Headmaster's speech) and Mr. Kan Po-chi (Chairman).

Mr. Featherstone welcomed those present and offered thanks to the good work done by the founders of the Chinese Republic one of whom, he recalled, was for a short time a day boy at the school, namely Sun Yat-sen. In thinking of the great work of those founders, he said, they should decide to do their utmost for China. Their country was fortunate in possessing so much of the world's surface in one place and having a population which was almost a quarter of the population of the entire world. Although the British Empire was not so fortunate in having her land in one place, its population was also about a quarter of the world's population. These two nations, having nearly half the population of the entire world between them, it was their bounden duty to work together to do the best they could for each other and for the world, and also to think what they had done and what they had not done for each other.

Continuing, Mr. Featherstone pointed out that in the Diocesan Boys' School, most of the boys were Chinese, but, in one year, they had had as many as 13 nationalities represented in the school, and as between nations they had had no trouble at all. If boys of different nations could live together in peace, then the nations of the world should try to do the same.

Mr. Featherstone went on to say that during the past year he had visited Macao and Canton and had been surprised at the great advances made in road building, growth of schools and methods of policing. He commented that he was particularly impressed with the police of Canton. Young people, he said, should remember that what could be done in places like Hongkong and Canton could also be done up-country where very often there were appalling conditions.

Closing with a few words of advice, the Headmaster urged those present to make their bodies strong and healthy, cultivate good manners and respect for one another, learn to see both sides of a question, and cultivate in their hearts a spirit of peace to hand down to their children and children's children, because a spirit of peace with determination, will power, strength and humility were ingredients to make their country great.

Speeches in Chinese were then delivered by Mr. Law Lok-tin and Mr. Tsui Ching-li, the last-named speaking in Mandarin.

Concert and Dance.

The speechmaking was followed by an enjoyable concert, including Chinese music by Mr. K. H. Lee and friends, a Chinese sketch entitled "School Fun," Chinese music by Mr. M. K. Ip and friends, Chinese boxing by Mr. C. T. Wong, songs by Messrs. K. and G. Waller and F. Martin, classical dances by the Misses Ho and Ford, and a Chinese sketch entitled "The Dock-sin Party."

Votes of thanks were then passed and refreshments were provided. An enjoyable half-day finished with dancing until dinner-time.

University Function.

As in former years, the Hongkong University was the centre of the chief social activities of the evening, a concert and dance being convened by the undergraduates to which more than 700 people were invited. The Great Hall of the University presented a gay appearance, with electric lights and coloured lanterns fringing a bower of white streamers caught up in the centre of the dome, and forming a striking background for the swirling mass of dancers, whose many coloured silks relieved by the more sombre garb of male partners mingled in a kaleidoscope of lights and colours. A band rendered the most popular songs in vogue, and repeated demands for encores prolonged the function far into the night.

The dance was preceded by a concert into which the best talent of the University, musical, dramatic and otherwise, appears to have been pressed. An overture by an orchestra composed of students and outside friends, ushered in the evening's entertainment. Not to be out-done, a Chinese orchestra also held the stage, until relieved by a piano duet in which two lady undergraduates gave a good account of themselves.

In the second half of the programme, a Chinese sketch was presented by a mixed caste, which has this appropriateness, that it was a satire on the internecine Chinese warfare of the day. The undergraduates who took part in this performance came in for a share of the general appreciation of the whole entertainment.

Yeung Chung Girls' School.

Students of the Yeung Chung Chinese Girls' School of Caine Road held a musical concert last night at the Union Church, (Hop Yat Tong) in Bonham Road in connexion with the celebration of the Double Tenth Anniversary.

The varied and most entertaining programme consisted of musical and dancing items and ended up with a Chinese play based on a Chinese legend of ancient China. The latter item won the warm applause of the big audience, and the students and mistresses of the Yeung Chung School are to be congratulated on arranging such a fine entertainment.

STABILISING OF THE SUGAR INDUSTRY.

AMERICAN BANKERS GO TO THE AID OF CUBA.

New York, Oct. 10.

The newspapers state that New York bankers are granting a credit of $54,000,000 to the Cuban sugar planters, on terms to be worked out by Mr. Chadbourne, chairman of the committee of bankers and planters who are attempting to stabilise the industry.

Mr. Chadbourne is expected to go to Europe subsequently, to confer with Dutch personages having planting interests in Java sugar.—*Reuter's American Service.*

Pinkettes Once a Week,
Bring bloom to her cheek.

The bloom of a dew-freshened rose is not acquired from boxes or in expensive beauty parlours. No greater untruth has ever been uttered than the old adage that "beauty is only skin deep." The beauty that clear, blooming skin and bright sparkling eyes brings has its source in the internal organs. When these are functioning perfectly the blood is kept clean and pure, but when the eliminating organs are clogged, the blood is contaminated and not only the appearance but the general health is effected.

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This advertisement is issued by Philips China Co.

HELIUM SUPPLIES.

UNITED STATES MAY LIFT EXPORT EMBARGO.

Washington, Oct. 10.

Horror at the R101 disaster has produced a widespread public demand that the U.S. Government remove the embargo on the export of non-inflammable helium, of which the United States has a practical monopoly.

Mr. Mayo, the chief engineer of Ford Motors, has urged President Hoover to consider the proposal sympathetically. He asserts that the development of airships must continue; moreover, a hundred million cubic feet of helium annually escapes, unchecked, from the natural gas wells in the United States.—*Reuter's American Service.*

THREAT TO FOOCHOW.

EASED BY DEFEAT OF THE REBEL LEADER.

Foochow, Oct. 10.

The Fukien rebel leader, Lu Hsin-pang, was decisively defeated on October 8 after an encounter with Government troops, and withdrew to the bandit stronghold at Yuki.—*Reuter.*

COUNT CIANO.

NEW ITALIAN CONSUL AT SHANGHAI.

Shanghai, Oct. 10.

The new Italian Consul General, Count Ciano, accompanied by his bride, *nee* Edda Mussolini, the eldest daughter of Il Duce, arrived this afternoon.

Count Ciano is taking up his duties immediately.—*Reuter.*

Loss of weight

often leads to extreme weakness, even consumption. SCOTT'S Emulsion builds the body, enriches the blood, aids digestion and leads to increased weight and better health. Ask for

SCOTT'S Emulsion
The protector of life

$ALESMAN $AM — That's Rank, Sam — By Small

"I know the name as well as I know my own. It's something to do with cows and clover. Such a good chocolate too. Most delightful. Like Devonshire cream. Nestle's of course! What a silly I am."

HOLIDAY CRICKET.

TWO CENTURIES SCORED YESTERDAY.

A masterly innings of 170 not out by N. Mackay, for the Kowloon Cricket Club second string, against the Hongkong C.C., was the feature of the holiday cricket yesterday. So mercilessly did he flog the bowling, that he made a hundred of his runs in boundary hits.

K. H. Batger was also in excellent form with the bat, and in scoring 106, helped the Hongkong first eleven to total 284 against the K.C.C. seniors.

The two-day holiday fixture between the Kowloon Cricket Club and the Hongkong C.C., seniors on the former's enclosure, which started yesterday, was featured by the consistent batting of the visitors, who ran up the useful total of 284. Afterwards their bowlers captured three cheap wickets, and placed the team in a strong position.

K. H. Batger was the hero of the Club innings, scoring 106 before losing his wicket. He batted in splendid style to make these runs. The remainder of the team contributed helpful quotas, and completely spoilt the bowling figures of the home attack. Lyal captured three wickets for 41 runs and J. R. Reynolds three for 42, but these were the only successes.

Batting for a short time before stumps were drawn, the K. C. C. lost three wickets for 88 runs. E. C. Fincher is still undefeated with 21 runs, and E.F., reached the same score when he was caught by Owen Hughes.

Present scores.

H. K. C. C. 1st Innings.

R. N. Dewar Durie, c Goodwin, b Reynolds	9
K. H. Batger, c E. C. Fincher, b Lyal	106
E. J. R. Mitchell, c and b Reynolds	25
H. J. Armstrong, l.b.w., Brace	27
H. Owen Hughes, c Goodwin, b Lyal	20
E. R. Duckitt, c Jex, b Reynolds	11
A. C. L. Bowker, b Hung	34
A. Reid, st Jex, b Hung	7
J. Ilsley, b Lyal	0
A. C. Beck, c and b Burnett	1
G. E. R. Divett, not out	9
Extras	35
Total	284

Bowling.

	O.	M.	R.	W.
J. C. Lyal	16	2	41	3
J. R. Reynolds	15	2	42	3
W. C. Hung	7	1	26	2
G. C. Burnett	4.4	1	11	1
F. Goodwin	10	1	36	–
E. C. Fincher	3	–	19	–
F. S. W. Smith	7	–	32	–

K. C. C. 1st Innings.

W. Brace, b Owen Hughes	17
E. C. Fincher, not out	21
E. F. Fincher, c Owen Hughes, b Beck	21
F. Zimmern, c Owen Hughes, b Beck	6
W. C. Hung, not out	13
Extras	10
Total (3 wkts.)	88

DEMORALIZED BOWLING.

Kowloon Seconds Run Up Big Total.

A brilliant innings by N. Mackay, and the collapse of the Hongkong Cricket Club against the keen attack of their opponents, marked the opening of the two-day fixture between the Hongkong and Kowloon second strings on the Hongkong ground yesterday.

Thanks largely to Mackay, Kowloon aggregated 304. Of this he contributed 170 and remained undefeated throughout the innings. No less than twenty-five 4's were included in his scoring hits.

The Club could not contend with the visiting attack, and were dismissed before close of play for 78 runs. Lee took three wickets for 27 runs and Fraser two for three runs.

Present scores:

K. C. C. 1st Innings.

N. Mackay, not out	170
F. E. Skinner, c Andrew, b Ashworth	19
G. Lee, l.b.w, Ashworth	6
G. Hall, b Collins	4
F. Caveney, c Stock b Anstruthers	13
A. R. F. Raven, c Mackenzie, b Ashworth	20
G. Fraser, b Anstruthers	0
C. Laughton, b Planner	19
R. E. Lindsell, c Mackenzie, b Planner	2
O. B. Raven, run out	18
H. Overy, b Chadwick	1
Extras	32
Total	304

Bowling.

Ashworth 3 for 43, Chadwick 1 for 49, Anstruthers 1 for 60, Andrew 1 for 42, Collins 1 for 46, Stock, 0 for 24, Planner 2 for 7.

Hongkong C.C. 1st. Innings.

Macfarlane, b Skinner	5
P. W. J. Planner, C Raven, b Lee	0
Andrew, c Fraser, b Hall	13
Mackenzie, c Lindsell, b Lee	4
Anstruthers, b Overy	12
Chadwick, l.b.w., Lee	9
Stock, b Fraser	7
Ashworth, l.b.w., Raven	0
Chippingdale c and b, Fraser	0
Collins, st. Mackay, b Raven	15
Hunt, not out	0
Extras	13
	78

Bowling.

Lee 3 for 27, Fraser 2 for 3, Skinner 1 for 19, Hall 1 for 9, Overy 1 for 6, Raven 2 for 1.

LIM'S HARD LUCK.

Dismissed When Two Short of A Century.

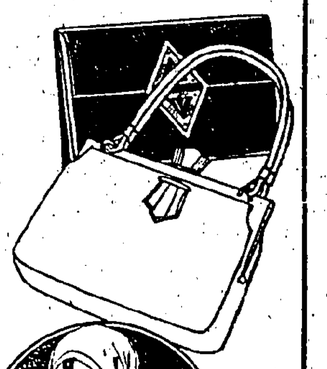
The Craigengower C.C. defeated the Club de Recreio, whom they entertained yesterday, by 51 runs. H. P.

(Continued on Page 12.)

A SPECIAL DISPLAY
OF
AUTUMN GOODS
Just Arrived

THE NEW HATS
reveal the latest fashions.

HAND BAGS
in the most dainty styles to harmonise with the current mode.



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BOYS' CLOTHING
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MEE CHEUNG
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TO-DAY'S WANTS.

25 WORDS $1.50,
($2.00 If Not Prepaid.)
The following replies have been received:—
667, 671, 678, 683, 685, 691, 695, 705, 709, 720, 722.

LOST.

LOST.—Black POINTER BITCH (Bella), since last Tuesday, from Kowloon Bowling Green Club. Finder please communicate with G. G. Wood, P. & O. Building. Tel. No. 20167.

FOR SALE.

FOR SALE.—MORRIS-COWLEY, 1928 model, five-seater, owner driven, completely overhauled, in excellent condition. $1,500 or nearest offer considered. Write Box No. 723, "Hongkong Telegraph."

APARTMENTS TO LET.

TO LET.—Well furnished front room with private bathroom, also double room, terms very moderate, central district. Reply Box 724, "Hongkong Telegraph.

PREMISES TO LET.

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

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Sole Agent

MITSUI BUSSAN KAISHA LTD. HONGKONG

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THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Bladder Catarrh. No. 2 for Blood & Skin diseases. No 3 for Chronic Weaknesses.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND 3/-
DR LECLERC Med Co. Haverstock Rd. N.W.5 London.
SEE THE WORD "THERAPION" IN GOVT. STAMP AFFIXED TO GENUINE PACKETS.

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ART PHOTOGRAPHS,

Oil paintings, Portraits, restoring of old and damaged pictures, etc., etc., by E. A. von Kobza-Nagy, B.A. (Studio 4, The Albany).

FELIX HAT SHOP.

7, Ice House Street.

Has removed.

We wish to announce that we have removed to more spacious premises, situated at York Building, next door to Messrs. Moutrie & Company.

A cordial invitation is extended to all our customers and friends to call and inspect our new display of Hats and Gowns.

CHURCH NOTICES.

The Seventeenth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, October 12th 1930, Seventeenth Sunday after Trinity. Holy Communion 8 a.m. Parade Service 9.15 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: The Dean. Evensong 6 p.m. Preacher: Rev. H. V. Koop. Social Evening in Cathedral Hall after Evensong.

Union Church, Kennedy Road, Hongkong: Morning Worship, 11 o'clock Evening Worship, 6 o'clock Preacher, Rev. John Foster.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Are Sin, Disease, and Death Real?" The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass, U.S.A.

GUIDE TO THE COMPANIES' ORDINANCES OF HONGKONG.

In The Form of a Detailed Index

(131 PAGES),

COMPILED BY

WALTER J. HAWKER, A.C.I.S.

HONGKONG.

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New Advertisements.

THE ROYAL HONGKONG YACHT CLUB.

NOTICE.

is hereby given that

THE TWENTY SIXTH ANNUAL GENERAL MEETING

of members

will be held at the Club House, North Point

on MONDAY,

the 20th day of October, 1930,

at 5.45 p.m.

BUSINESS:

(1) To receive the Report and Accounts for the period ended 31st August, 1930.

(2) To elect Officers for the ensuing year and other General Business.

By Order of the General Committee

M. I. De VILLE,
Hon. Secretary.

Hongkong, 1st October, 1930.

BRITISH-AMERICAN (CHINA) TOBACCO SECURITIES CO. LTD.

(Incorporated under the Companies Ordinances of Hongkong).

NOTICE IS HEREBY GIVEN that an Interim Dividend at the rate of One per cent (1%) on the Issued Ordinary shares of the Capital of the Company has been declared payable on the 20th day of October, 1930.

Holders of Share Warrants to Bearer must present Coupon No. 11 for examination at the office of The Chartered Bank of India, Australia and China, 18 The Bund, Shanghai, three clear business days (excluding Saturday) before payment can be made.

The Transfer Books of the Company will be closed from the 14th October, 1930 to the 20th October, 1930, both days inclusive.

By Order of the Board of Directors,
C. C. NEWSON,
Secretary.

Hongkong, 7th October, 1930.

HONGKONG JOCKEY CLUB.

CLASSIFICATION OF PONIES.

It is the intention of the Stewards to classify Ponies for the remainder of the Extra Race Meetings Season.

Members desirous of entering their Ponies for Class Races at the Extra Meeting to be held on 25th October, 1930, are requested to notify the Secretary by 5 p.m. on Monday, 13th October, 1930, stating the Names of the Ponies for which they require Classification.

By Order,
C. B. BROWN,
Secretary.

HONGKONG JOCKEY CLUB.

The Eighth Extra Race Meeting will be held (weather permitting) at Happy Valley on Friday, 10th October, and Saturday, 11th October, 1930, commencing at 2 p.m. on both days.

The first bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE.

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure. Badges admitting non-members to the Members' Enclosure and Club Rooms at $5. per day for Gentlemen and $2. per day for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, etc. Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The Price of admission to the Public Enclosure is $1. per day for all persons including ladies and is payable at the gate. Soldiers and Sailors in uniform are admitted half price. Bookmakers, Tic Tac men, etc. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

By Order,
C. B. BROWN,
Secretary.

G. R. NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 13th day of October, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in square feet.	Annual Rental.	Upset Price
1	New Kowloon Inland Lot No 1408	Junction of Tai Po Road and Pet Ho Street.	As per sale plan.				About 4,860	$34	$7,260

G. R. NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 13th day of October, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in square feet.	Annual Rental.	Upset Price
2	New Kowloon Inland Lot No. 2101.	Junction of Un Chau Street and Pet Ho Street.	As per sale plan.				About 5,769	$40	$7,260

G. R. NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 13th day of October, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in square feet.	Annual Rental.	Upset Price
3	Kowloon Inland Lot No. 2101.	Cedar Street between Yu Chau Street and Ki Lung St., Tai Kok Tsui.	As per sale plan.				About 9,360	$108	$16,380

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G. R. NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 13th day of October, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in sq. feet.	Annual Rental.	Upset Price
4	Kowloon Inland Lot No. 2102.	Opposite Kowloon Inland Lot No. 2203, Mong Kok Tsui.	As per sale plan.				About 12,500	$144	$28,125

POPULAR VICTOR DANCE RECORDS

22483	Peanut Vendor ...	*F.T.*
	True Love	,,
22480	Somewhere... ...	*Waltz.*
	Lo Lo... ...	*F.T.*
22473	Betty Co-Ed ...	,,
	Violet	,,
22412	Reminiscing ...	,,
	Verdict	,,
22404	It Must Be You...	,,
	Free and Easy ...	,,
22392	Moon is Low ...	,,
	Montana Calling	,,
22362	Dust	,,
	Leave it that Way	,,
22361	I Never Dreamt...	,,
	I Still Remember	,,
22306	Puttin' on the Ritz	,,
	Singing a Vagabond	,,
22293	With You	,,
	There's Danger ...	,,
22481	Out of Breath ...	,,
	I'm Only Human	,,
22477	If You Didn't Care	,,
	Roses	,,
22472	Mr. & Mrs. Sippi	,,
	Dixiana...	,,
22470	I've Gotta Yen....	,,
	It Seems to be Spring	,,
22468	There's a Wah Wah Girl	,,
	On Revival Day	,,
22461	Sharing	,,
	My Sweetheart ...	,,
	Serenade	,,

at

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POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due.
Shanghai and Swatow	Sunning	October 11.
Straits	Kidderpore	October 11.
Straits	Pembrokeshire	October 11.
Manila	Emps. of Asia	October 12.
Shanghai and Europe via Siberia (London 22nd September) and Amoy and Swatow	Tjisondari	October 12.
Shanghai and Amoy	Tsian	October 12.
Manila	Pres. Jefferson	October 13.
Australia and Manila	Changte	October 14.
Australia and Manila	Kitano Maru	October 14.
Straits	Terukuni Maru	October 15.
Japan and Shanghai	Hakone Maru	October 17.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 19th September)	Pres. Fillmore	October 18.
Japan	Aki Maru	October 20.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 26th September)	Pres. Lincoln	October 20.
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver B.C. 2nd October)	Empress of Canada	October 22.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and when mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time.
Foochow	Oostkerk	Sat., Oct. 11, 2.30 p.m.
Shanghai and *Europe via Siberia	Pembrokeshire	Sat., Oct. 11, 4.30 p.m.
Manila	Pres. Grant	Sat., Oct. 11, 4.30 p.m.
Hoihow, Pakhoi and Haiphong	Limchow	Sat., Oct. 11, 5 p.m.
Bangkok via Hoihow	Kiungchow	Sat., Oct. 11, 5 p.m.
Shanghai	Tjibesar	Sun., Oct. 12, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., Oct. 12, 9 a.m.
Bangkok via Swatow	Kaying	Mon., Oct. 13, 10.30 a.m.
Japan, Canada, U.S.A., Central and South America and *Europe via Victoria B. C.	Pres. Jefferson Parcels Registration Letters (Due Victoria B. C. 31st Oct.)	Mon., Oct. 13. 3 p.m. 4.15 p.m. 5 p.m.
Shanghai and *Europe via Siberia	Pres. Jefferson Registration Letters	Mon., Oct. 13. 5 p.m. 6 p.m.
Manila and Sourabaya	Tjisondari	Tues., Oct. 14, 9.30 a.m.
Fort Bayard, Hoihow, Pakhoi and Haiphong	Tonkin	Tues., Oct. 14, 12.30 p.m.
Swatow, Amoy and Foochow	Haiching	Tues., Oct. 14, 1.00 p.m.
Saigon, Ceylon, India, Mauritius, East and South Africa, Aden, *Egypt and *Europe via Marseilles	Andre Lebon K.P.O. Registration Letters G.P.O. Registration Letters (Due Marseilles, 14th Nov.)	Tues., Oct. 14. 1 p.m. 1 p.m. 1.15 p.m. 2 p.m.
Straits, Egypt and Europe via Marseilles	Calchas K.P.O. Registration Letters G.P.O. Registration Letters (Due Marseilles, 13th November).	Tues., Oct. 14. 1 p.m. 1 p.m. 1.45 p.m. 2.30 p.m.
Japan, Canada, U.S.A., Central and South America and *Europe via Vancouver B.C.	Emp. of Asia Parcels Registration Letters (Due Vancouver B.C. 1st November)	Tues., Oct. 14 3 p.m. 4.15 p.m. 5 p.m.
Shanghai and *Europe via Siberia	Emp. of Asia Registration Letters	Tues., Oct. 14. 5 p.m. 6 p.m.
Swatow	Kwaisang	Tues., Oct. 14, 5 p.m.
Japan	Kitano Maru	Wed., Oct. 15, 9.30 a.m.
Japan	Terukuni Maru	Wed., Oct. 15, 5 p.m.
Shanghai and *Europe via Siberia	Terukuni Maru Registration Letters	Wed., Oct. 15. 5 p.m. 6 p.m.
Straits and Calcutta	Sui Sang Parcels Letters	Thurs., Oct. 16 noon 1 p.m.
Amoy	Kutsang	Thurs, Oct. 16, 5 p.m.
Swatow, Amoy and Foochow	Haiyang	Fri., Oct. 17, 1 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Haikone Maru *K.P.O. Registration Letters G.P.O. Registration Letters (Due Marseilles 15th Nov.)	Fri., Oct. 17 4.30 p.m. 4.30 p.m. 5 p.m. 6 p.m.
*Manila, *Australia and *New Zealand via Thursday Island	Aki Maru Registration Letters (Due Thursday Island 3rd Nov.)	Tues., Oct. 21 Oct. 20, 5 p.m. Oct. 21, 8.30 a.m.
Australia and New Zealand via Manila and Thursday Island	Changte Parcels Registration Letters (Due Thursday Island 1st November)	Tues., Oct. 21 20th 5 p.m. 21st 9.45 a.m. 21st 10.30 a.m.
Manila	Pres. Lincoln	Tues., Oct. 21, 4.30 p.m.
Sandakan	Hinsang	Wed., Oct. 22, 10.30 a.m.
Manila	Empress of Canada	Wed., Oct. 22, 3.30 p.m.

*Superscribed Correspondence only.

TRACKLESS TRAMS FOR LONDON.

FIRST APPEARANCE AT END OF THE YEAR.

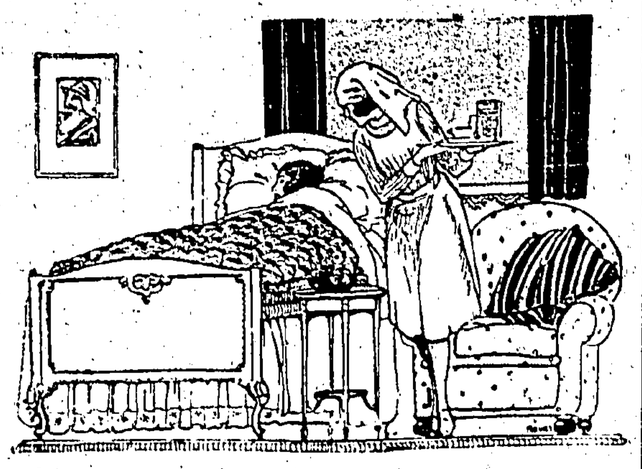
Trackless tramcars will make their first appearance in the London area at the end of this year, when they will be put into service by the London United Tramways on 20 miles of route in the Kingston area.

A number of tramcars of the trolley type, taking their electric power from overhead wires and capable of being steered, are now being manufactured. An official of the Underground group, by which the London United Tramways are controlled, said that it was hoped that they would be ready for use either in December or January.

"The steps we are taking at Kingston do not mean that trackless trams will be put into general use over all our tramway," he said. "It has been found that they are particularly useful in districts where the traffic tends to be uniform throughout the day and at the same time not to heavy. Rail cars, which carry greater number of passengers, a better where traffic is heavy."

A private Bill passed throug Parliament last session gav powers to the London Unite Company to run trackless tran cars over a total of 46 miles. Th first part of the scheme to be pu into operation, however, will b restricted to Wimbledon, Kin ston, Tolworth, Hampton, Te dington, and Twickenham.

A new diamond area where pr cious stones exist in large quant ties, is reported by the Springbo (Cape Province) correspondent the Cape Argus to have been di covered in the Kommaggas nativ reserve grounds. A camp ha been established and about eight persons are digging illicitly. The are fully equipped with the neces sary tools and implements, bu the ground is Government lan and prospecting for diamond there is prohibited. It is expecte that the Government will tak immediate steps to prevent th illicit digging, and will establis a police camp in the reservation.



Sound, Natural Sleep is quickly ensured

THE special value of "Ovaltine" for ensuring sound, natural sleep lies in the fact that when taken last thing at night it exercises a pronounced sedative effect and one that is natural in every sense. It promotes a sufficiency of healthful sleep without resource to hypnotic drugs.

"Ovaltine" has a pleasantly soothing action on the stomach and nervous system and, does not cause the slightest digestive unrest, or occasion constipation. It promotes the digestion of other forms of nourishment taken in conjunction with it. "Ovaltine" is a delicious concentration of malt, milk, and eggs in the form of golden granules which dissolve instantly in milk.

Judged by the numerous reports received from physicians, nurses and also from grateful patients the use of "Ovaltine" deserves the widest recommendation.

The makers will send to a qualified nurse, on receipt of her professional card, a sufficient quantity for trial in any case under her charge.

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TONIC FOOD BEVERAGE

Manufactured by A. WANDER, LTD. (Dept. 153), 184, Queen's Gate, London, S.W.7.

2 APB 12

"I Use Pebeco-Toothpaste Do You?"

CLEANS AND WHITENS YOUR TEETH.

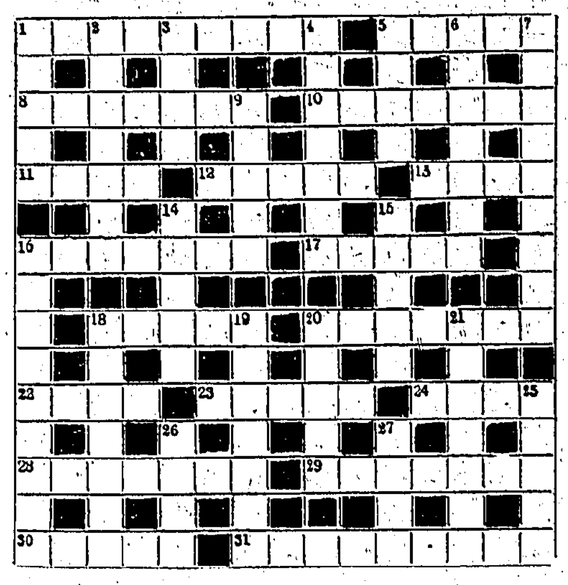
Just a little PEBECO on a toothbrush and your mouth is cleansed and refreshed. The refreshing effects last for hours. You'll like its unusual taste, the delightful feeling of freshness it imparts.

Start using it to day!

China- Export-, Import & Bank Co., Ltd.

Hongkong. P. O. Box 59.

OUR BRITISH CROSSWORDS.



Across.

1 A middle-class type.
5 This outing is going to be most unpleasant, I can see (hidden).
8 A clumsy workman or a cooling beverage.
10 This officer is single-hearted.
11 Nine inches, and look closely for the pans.
12 Jumbo's close companion.
13 Moulding with a Yankee twang.
16 Liquid related to acetic acid.
17 A head-dress.
18 Each is far along the strand.
20 A stone fruit.
22 A prominent London divine.
23 Trams *can* become fashionable as here.
24 You must be past this if you want to be truly rural.
28 Legally, neglect of official duty.
29 Cudgel the couch and it is—cudgelled, of course.
30 This deer soon goes to ground.
31 Steeps.

Down.

1 These footer players may be seen on the banks of the Cam.
2 Here offence ends in noisy anger.
3 This is a standard.
4 Dismiss the conjunction and find an ancient musical instrument.
5 Troubles.
6 A genus of perching birds.
7 Fellow-worker.
9 The only way in which you can find out.
14 Hourly.
15 All in a friendly state.
16 Is "a pen clip a" useful appendage to a fountain pen? (Anag.).
18 The head of this flower has an appealing look.
19 Commonplace.
20 Containing barium.
21 An agile performer inclined to thieve in his heart.
25 There are poems in these veins.
26 They danced prettily, and sang us edifying little songs (hidden).
27 There is a catty sound about this.

Yesterday's Solution.

■	C	R	A	F	T	S	M	A	N	S	H	I	P	■
■	A	L	E	■	M	A	T	■	N	I	■	■	■	■
N	A	T	T	I	E	R	■	B	L	U	E	C	A	P
U	■	T	■	P	■	V	A	L	■	D	■	I	■	E
W	I	R	E	■	L	I	M	I	T	■	S	T	A	R
E	■	A	■	P	■	C	■	N	■	S	■	E	■	M
R	E	P	L	A	C	E	■	G	E	N	I	S	T	A
I	■	■	T	■	■	■	I	■	■	■	N	■	■	■
C	H	E	E	T	A	H	■	A	S	P	E	R	S	E
A	■	N	■	Y	■	A	■	P	■	E	■	E	■	N
L	I	T	H	■	O	B	A	T	E	■	P	U	N	T
L	■	E	■	S	■	V	■	N	■	M	■	N	■	L
Y	A	R	D	A	G	E	■	E	D	A	C	I	T	Y
■	■	E	■	G	■	S	■	S	■	I	■	O	■	■
■	A	D	V	E	R	T	I	S	E	M	E	N	T	■

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Smart Designs in—

ANTELOPE, SQUIRREL, MUSQUASH and BEAVER.

Also—

Fur Necklets, Collar and Cuff Sets.

We guarantee all our Furs to be British cured.

Invaluable for Elimination of Dandruff and Prevention of Hair from Falling out, is

CRINO-VIM HAIR TONIC

Directions.—A little to be rubbed into the scalp briskly night and morning.

The Colonial Dispensary

13, Queen's Road, Central.
Tel. 21877.

NEW KEY TO BRAINS.

AN EXPERIMENT IN METAL TESTS.

A scientific method of testing the mental ability of school children, which may replace examinations, is being studied by teacher-students at the Summer School which the Kent Education Committee is holding.

Recently, in the sunny playground of an elementary school at Hythe, Mrs. Susan Isaacs, chairman of the Education Section of the British Psychological Society, has been supervising the first attemps of students to apply the tests to a number of children who have volunteered for the purpose.

Each child on arrival at school on a recent morning was plied with sets of questions.

The important thing in grading children, say the experts, is to find out not how much they have learned in the past, but how much they are capable of learning in the future.

Fascinating Exercises.

Could they see anything absurd in a boy's saying, "I have three brothers, Jack, Tom and myself"? Or in a soldier writing to his mother "I am writing this with a sword in one hand and a pistol in the other"? Or in the old man's complaint that he is not as young as he was; he used to be able to walk right round the square, but now he could only walk half way round and then came back?'

It seems that if a child is ten years old and cannot see that these statements are absurd, he is not of average intelligence for his years. If he is younger than ten and can see the absurdity, then his intelligence is above the normal.

The children are shown simple patterns to reproduce from memory; a series of numbers are said to them, which they must repeat in reverse order; a number of weights, all different but looking alike have to be placed in order; a "jumbled" sentence has to be put straight—these are all fascinating exercises in doing which the child unconsciously gives the teacher, it is claimed, so exact an account of his mental ability that at the end of an hour or so it is possible to write down his intelligence quotient as 70, 80 (below average), 100 (average), 120, 130 or ever higher, as the case may be.

Since there were tests set for all ages of children, I could not forebear to ask by what questions the psychologists test the intelligence of a grown-up. Well, can you answer this?

A mother sent her boy to the river to fetch 7 pints of water, giving him a three-pint and a five-pint vessel to carry it in. How could the boy measure exactly seven pints of water without guessing at the amount? Begin by filling the five-pint vessel.

If you can do this you are on the way to being classed in intelligence as a "superior adult"!

GANG LEADER'S "CABINET."

"AL" CAPONE APPOINTS "MINISTERS" FOR CRIME.

Chicago, Sept. 9.

Scarface Al Capone, the Chicago gang leader, has reorganised his interests into a gigantic beer, vice and gambling co-operative, and has set up a "cabinet," according to reliable reports.

The majority of the city's racketeers and beer-runners, including many of his former enemies, are included in his new scheme, the purpose of which is to facilitate his activities.

It is understood that following his release from gaol in Philadelphia Capone was determined to perfect his long desired "All for Al and Al for all" organisation, and to remain in the background, leaving the active management to his understudies. For this purpose a "cabinet" has been selected with the following "ministers:"

Secretary for beer manufacturing, Joe Saltis.

Secretary for delivery, "Klondyke O'Donnell."

Secretaries for war, Ted Newberry and "Machine Gun Jack" McGurn.

Secretary for gambling, Ralph Capone (Al's brother).

Secretaries for vice, Jack Guzick and Hymie Weiss.—*Exchange.*

In C. & B. jams you can taste the actual flavour of luscious, fully ripened fruit, fresh from English orchards.

Crosse & Blackwell select only the best of the season's pick, and use the finest sugar in making their jams. You can always rely on the freshness of C. & B. preserves because of the universal demand throughout China. This makes it necessary for the stores to build up their supplies at frequent intervals—there are no old stocks remaining on the shelves for months at a time.

APB 4

CROSSE & BLACKWELLS JAMS

JOHN. D. HUTCHISON—AGENTS.

FLETCHER'S HAIR TONIC

It is the ONE reliable hair preparation. It does remove DANDRUFF—and it does more. It stimulates the HAIR ROOTS—heals scalp irritation, and leaves the hair Soft, Lustrous and Full of Life.

Take care of your hair while you've got it. Start with Fletcher's Hair Tonic to-day.

THE PHARMACY

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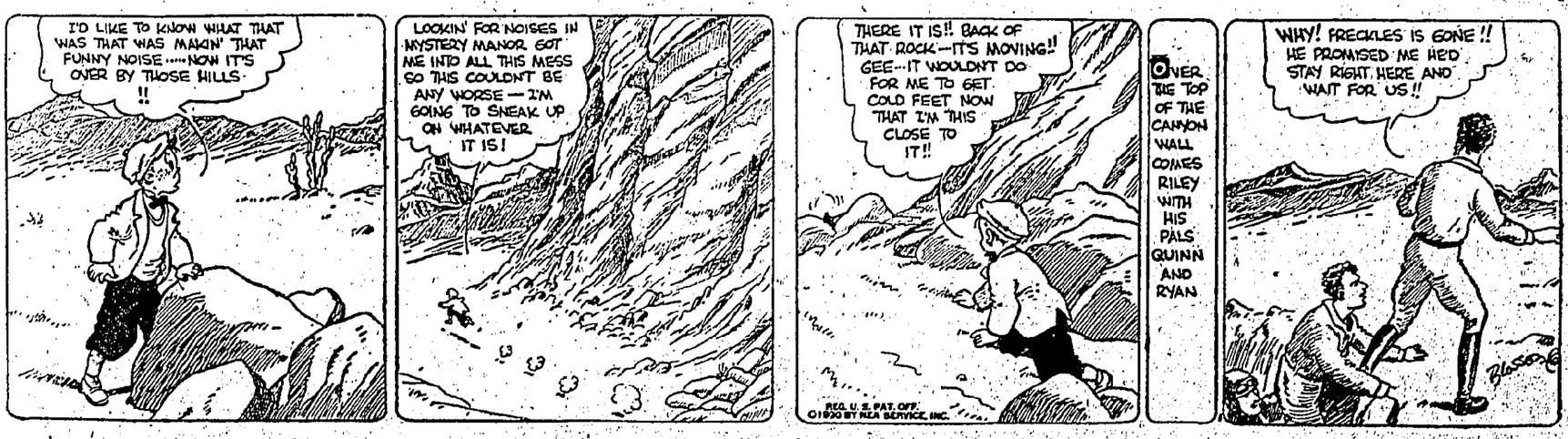
Telephone 20345.

FRECKLES AND HIS FRIENDS — Missing! — By Blosser



The Finest Stout at Beer Prices!!

Whitbread's.

Bottled by the Brewer!

Price per case 6 doz. Pts. $33.00 *Duty paid.*
,, ,, dozen Pts. $ 5.60 do.

Sole Agents:—

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WINE & SPIRIT MERCHANTS.
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THREE-PIECE COSTUMES
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BARGAIN CARS WITH US *ARE* BARGAIN CARS.

FOR EXAMPLE

CADILLAC 7-passenger TOURING CAR, 8 cylinder, 36 hp. Black Body, Wood Wheels, in good mechanical condition

Price $350.00

and the first with cash takes the car.

THE HONGKONG HOTEL GARAGE.
STUBBS ROAD.

ANNOUNCEMENT.

The Wedding, arranged between the Rev. L. N. Watkins and Miss Hazel Somerville, will take place at St. John's Cathedral at 2.15 p.m. on Wednesday, October 22nd, 1930. No invitations are being issued, but all friends will be welcome at the Cathedral and at the reception to be held afterwards in the Cathedral Hall.

The Hongkong Telegraph.

SATURDAY, OCT. 11th 1930.

RETRENCHMENT.

Complaints at the rising cost of government can be encountered practically everywhere at present. Here in this Colony there is at present sitting a Commission which will seek to work out a reasonable scheme of retrenchment. Already, its members have been hard at work on the manifold issues involved, and we have hopes that, as a result of its labours, it will be found practicable to run the Government much more economically than at the present time. In Malaya, where the credit balance is far bigger than Hongkong's, steps are being taken to investigate the possibility of reducing the amount paid out yearly to Civil Servants in the form of special allowances. In Ceylon, a movement is on foot for drastic retrenchment. At Home, there is a general outcry against the growing cost of administration which has meant the placing of fresh burdens on taxpayers.

It will be realised, of course, that development and expansion which add to the amenities of life inevitably mean increased Government expenditure, but it is equally the case that when times are prosperous there is a tendency towards extravagance. The effects of this become accumulative, until a point is reached at which those who have to foot the bill very naturally raise their voices in protest. When the Colonial Secretary recently introduced the Colony's Budget, he was at pains to suggest that the Government always kept a watchful eye on expenditure, with the one object of giving the taxpayer full value for money. He, however, added that it was only natural for Government activities to expand when revenue was coming in well. Obviously, the greater the revenue, the more opportunity is there for development, but the burden of present-day complaints is not that the Colony is progressing too rapidly; it is that we are spending far too much money for the work actually accomplished. The Government, ignoring this point, falls back on the age-worn argument that the Colony is really very lightly taxed and will still be so even after the proposed increases are in force. If that is really the case, why should the authorities express the hope that the Retrenchment Commission may be able to make recommendations which will effect considerable economies in the business of running the Government? If the community can bear the new burdens, and even more, without being in any sense over-taxed, then why all the bother about retrenchment? Our own view is that this light taxation idea is a myth. Bearing in mind the extremely high level of living costs, this Colony is already taxed above reasonable limits, and this is precisely one of the reasons why there is a public demand so that it may be possible to secure remission of some of the burdens. The plan to increase the Assessment Tax will add to the hardships of householders, and, what is even more serious, it will hit business firms at a time time when they need to keep a firm hand on overhead expenditure.

The demand in Ceylon is for an immediate reduction of expenditure in all Government departments, and in order to give point to this claim efforts are being made by those sponsoring the plea for retrenchment to secure specific instances of Government wastage. Here in Hongkong, we have no doubt that the Retrenchment Commission has been concentrating on points which indicate extravagant or thoughtless expenditure, in which event we may hope for some illuminating evidence in this direction when it has completed its labours. The whole community is looking to the Commission to bring it much-needed relief. No body of investigators here has ever been charged with more onerous duties. By a fearless discharge of those duties, it will earn the gratitude of the whole Colony.

Financial Gloom in Germany.

Confidence in Germany has been severely shaken by Hitler's efforts to wreck parliamentary government, and by the recent announcement that the number of unemployed is now well in excess of three millions. The middle classes, the small capitalists, who had hoped to see the prospect of an improvement in the economic situation as a result of the elections, are utterly dismayed by recent developments, and are making recovery still more difficult by converting their bank balances into foreign currency. Many millions of pounds have been sent out of Germany in the past month, and the increase in the bank rate will do little to check the movement, unless there appears some further stabilising factor. It is not generally realised that the slump in commodity prices throughout the world, and the growth of unemployment, has had the effect of considerably increasing the onerousness of reparations. The indebtedness has to be met by the sale of goods and services, and obviously, if these get cheaper, the prospect is the earmarking of a larger quota of the national production to meet the liability. The Dawes Plan permitted a reduction in the annuities in the event of a change in price levels by more than ten per cent. This provision was omitted from the Young Plan, and it so happens to-day that the price reduction percentage is almost exactly the same as the reduction from the standard Dawes to the average Young annuity. Thus the apparent saving in discounted by the quantity of goods required to realise the smaller sum. In these circumstances, Hitler's policy of repudiation has a tremendous appeal to one section of the community, while the remainder do not know what they want except rescue from extremism.

The last of the farewell dinners given by members of the ship's company of H.M.S. Cornwall was held last night, the topmen and torpedomen gathering to celebrate —the former their winning of the ship's marathon and the grand aggregate sports trophy, presented by H.M.S. Cumberland.

DAY BY DAY

QUESTIONS OF RIGHT READILY BECOME QUESTIONS OF POWER.—*Bismarck.*

***

The P. & O. s.s. Mantua from Hongkong arrived at Marseilles on 10th October, at 1.30 p.m.

***

Lieutenant-Colonel Richard Chamberlin Luard, late The Oxfordshire Light Infantry, died last month at Hambleden, Henley-on-Thomas, at the age of 66. The eldest son of Lieutenant-General R. G. A. Luard, a Crimean veteran, and grandson of Lieutenant-Colonel John Luard, who served in the Peninsular and at Waterloo, he was the brother of Admiral J. S. Luard, C.B., Major-General C. C. Luard, C.B., C.M.G., and Lieutenant-Colonel E. B. Luard, D.S.O.

THIS AFTERNOON'S RACING.

"RINGTAIL'S" SELECTIONS FOR TO-DAY.

"Ringtail," writing in regard to to-day's Races at Happy Valley, says:—Owing to the fact that it is very difficult to discover in which events most of the ponies will be started, the task of nominating them presents rather a problem. My selections however, are:

1st Race.
Grenadier.
Pagoda.
White Stars.

2nd Race.
Dynasty.
Sonny Boy.
Cream Cracker.

3rd Race.
Young Pretender.
Chesapeake Bay.
Empress Hall.

4th Race.
Dynasty.
Zorhan.
Black Beauty.

5th Race.
Mr. Stanton.
Mr. Cave.
Mr. Schreiber.

6th Race.
Mr. Frost's mount.
Huntington.
Montorey Bay.

7th Race.
Christmas Chimes.
Peppercorn.
Marquis Hall.

8th Race.
President Hall.
Dynasty.
Mike.

TOPSY-TURVEYDOM

These Moderns!

A landlady complained to the Willesden, N.W., magistrate for the second time about her 80-year-old woman lodger. She said that the lodger had been "most mid-Victorianly respectable" until after her eightieth birthday, but had since overdrawn her banking account and taken to drink. Acting on the magistrate's advice, she had locked the lodger out the previous night; but when she came home she was drunk, and smashed the windows. Fearful of further damage, the landlady let her in. She had now gone to bed, and declared that she was never going to get up again. Magistrate.—If she does go out, lock her out. If she doesn't, I fear you must keep her, because we cannot come and lift her out of bed.

Third Time Lucky.

Mr. Robert Webster, aged 69, who took part in the Ashanti War against King Kol Karikari ("King Coffee") and Mrs. Lucy Cooper, aged 78, have been married at Westbourne Hants.

Each has been married twice before.

Duck of a Wig.

The latest fad in Chicago for fashionable women is a white wig made of duck feathers, which somewhat resembles a windblown bob.

Jonah Revenged.

The latest delicacy of the French cuisine is a tasty whale steak, which is now served every day in a popular cafe of Montparnasse.

Russian Roubles.

Among "legacies" which Lambeth Guardians have left to the Borough Council are 75,000 Russian roubles of Tsarist times, brought there by refugees in the last century.

Strange Bequest.

Mr. Edward Percy Thompson, an architect, of Elstree, Herts, who died in February aged 82 bequeathed to his "old and dear friend," George M. Muir Wood, a 10-gallon cask with its contents of Scotch whisky. The will states: "It is my desire, but without imposing any condition, that he shall from time to time, when the contents of the said cask shall reach the level of the tap now in the middle at the end of the cask, refill the said cask with five gallons of Scotch whisky, so that the said cask shall not from time to time be tilted to draw off the contents."

The Miracle.

As the result of an operation at Jagerndorf, Czcho-slovakia, a 44-year-old musician who was born blind is at last able to see, but, having never before seen any of the commonest articles of daily use, he is absolutely at a loss to know what to do with them until his sense of touch comes to the aid of his sight. Pictures convey nothing to him, and doctors say it will be some considerable time before he can make practical use of his newly acquired power.

Expensive Drinks.

Following a recent typhoid fever outbreak at Lyons, suits for damages totalling about £400,000 have been filed against the local water company.

Treasure Trove.

A dredger near London Bridge brought up a gun weighing nearly two tons and some stone believed to be part of old London Bridge demolished nearly 100 years ago.

Rather A Nuisance.

"I apologise for not coming to the court," wrote a defendant summoned at Feltham for a motoring offence, "but I have had so many of these summonses lately."

Killed by Almond.

Nelson Frank Smith, aged three and a half, of Theydon Bois, Essex, was sucking a sugared almond when it became wedged in his wind-pipe, and he was choked to death before it could be removed.

Making a Rod.

Mr. A. V. Erraat, a Dutch engineer, claims that he can produce pulverised ice from airplanes flying above the clouds. The scheme is attracting considerable attention from farmers and others living in the dry spots of the world.

Sheep's Internal Decoration.

A gold medal has been discovered inside a sheep's carcase by Mr. G. G. Glifton, a Lincoln butcher. The medal bore on one side the following inscription, "The Great War 1914," and on the other "Presented to E. Griffiths, 316572 R.A.F., by Citizens of Newbridge."

Wedding-Gown Protest.

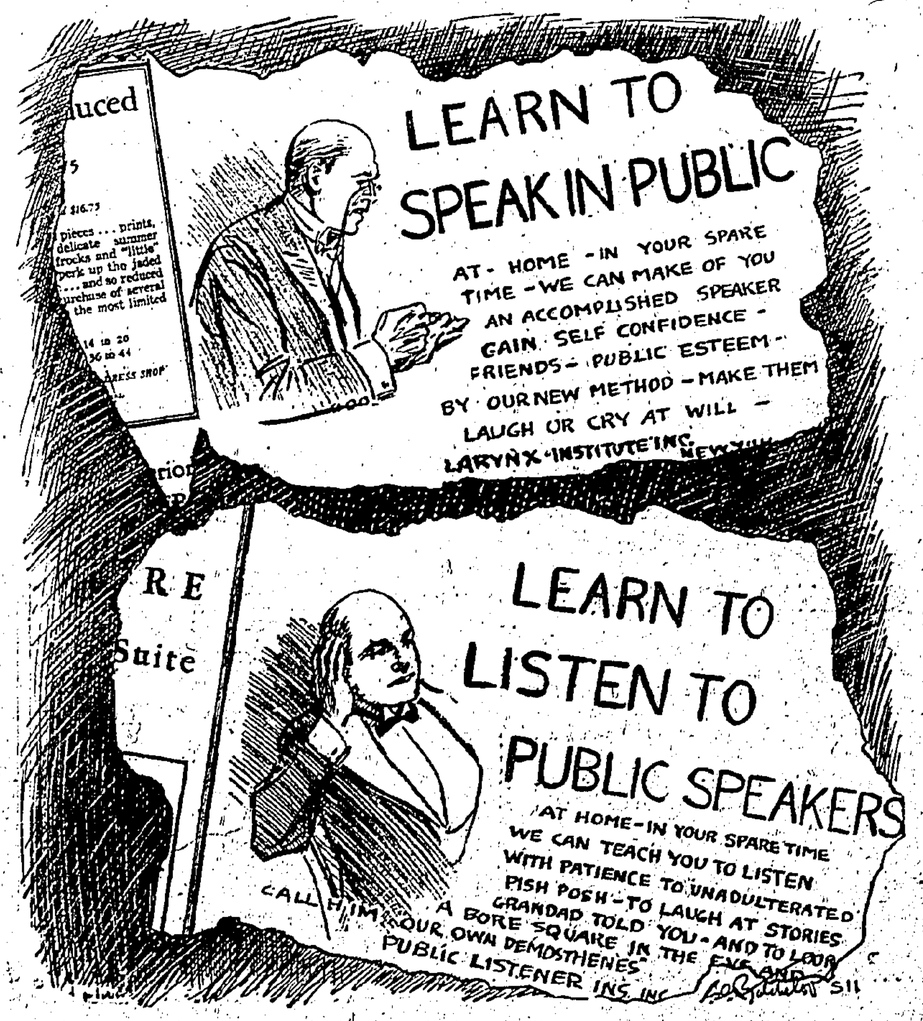
Miss Lillian Ross was rehearsing with her eight bridesmaids for her wedding in the Sydney Synagogue, when Mr. Cohen, the rabbi, objected to the low-cut backs of their dresses. A dressmaker was hastily summoned to remodel the dresses, and pieces of tulle were fitted into the backs of them. The rabbi was then satisfied.

A Late Start.

Edgar Savell, a pilot, of Alpha-road, Millwall, who said that he was ninety-seven, was accused at Lambeth Police Court of being found drink and incapable. He denied the charge. Mr. Sandbach, the magistrate: "I think that it is a record, Mr. Savell, to make your first appearance at ninety-seven. I will dismiss the charge under the First Offenders' Act. Be more careful.

"The Game Chicken."

Ninety-four years ago, a woman paid for a chicken at a Sheffield butcher's shop, but failed to call for it. Since then the bird has been hanging in the shop waiting for the purchaser to return. Shrivelled and black, it has become a valued possession of the tenant, and when shortly he moves to another shop, it will be taken along as one of the fittings.



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LANE, CRAWFORD, Ltd.

Hongkong Telegraph.

Pictorial Supplement

October 11th, 1930.

STUDEBAKER

"SIX" 70-horsepower 114-inch wheelbase

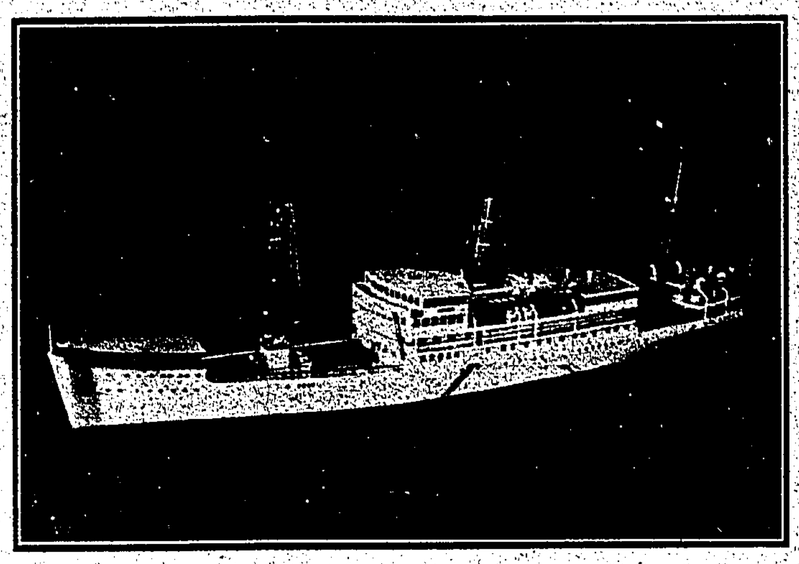
It's a COMFORTABLE car—with hydraulic shock absorbers, long springs, deep cushions and generous head and leg room.

HONGKONG HOTEL GARAGE,

The Hongkong and Shanghai Hotels Ltd. Incorporated in Hongkong.

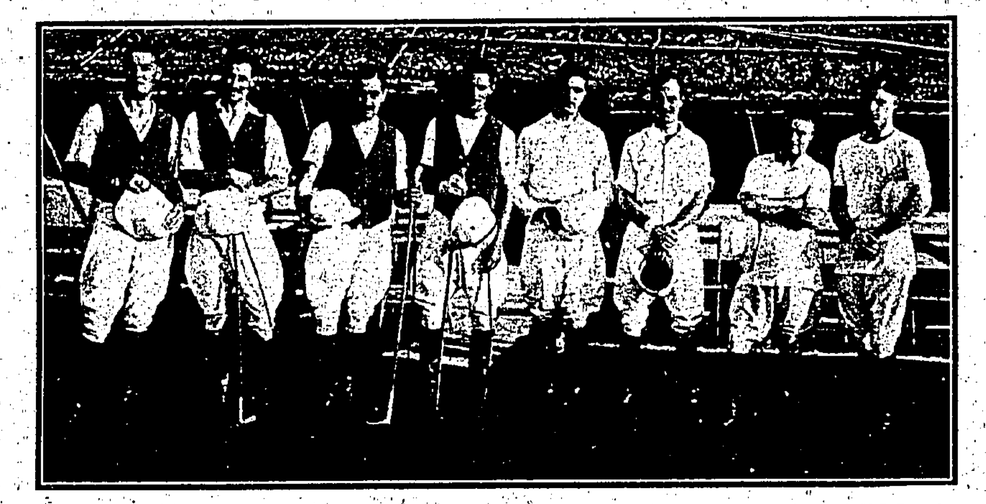
25, Queen's Road Central, and at STUBB'S RD.

Group taken on the occasion of the final of the Commodore Pearson Lawn Bowls Cup Competition between the Electrical and Engineering Departments of the Naval Yard. Standing, left to right:—E. W. L. Hogbin, F. J. Jones, J. Hollidge, J. Cavanagh, S. M. Flegg, W. Gill, S. E. Alderman, and A. H. Oswick. Sitting, Engineer Capt. H. B. Sears, D.S.O., Chief Engineer.



Model of the s.s. Mayon, of the Philippine Inter-Island Steamship Co., for which the Robert Dollar Co. are the managing agents. She is the finest, fastest and most luxurious liner in the inter-island Philippines trade.

Above is shown the portrait of Sir Cecil Clementi which was recently unveiled at the Hongkong University. The photograph is by the University Amateur Photographic Society.



The teams which represented the P. B. I. and the Civilians in the final for the K.O.Y.L.I. polo cup. The former won after an excellent encounter. The winners are seen on the left. (Photo: Mee Cheung).

Lady Peel is here seen distributing the prizes at the conclusion of the Volunteer Defence Corps athletic meeting at the K.C.C. ground on Saturday. (Photo: Mee Cheung).

Chan Shek-pui, the Chinese Athletic goalie, is here seen handling during a raid by the Club forwards on Saturday. The Chinese won by four goals to one. (Photo: Mee Cheung).

The late Mr. J. F. Pilcher, well-known interport golf player, of Hongkong and Shanghai, whose death occurred in Shanghai following an operation for appendicitis.

This shows the finish of the Open Relay Race at the Defence Corps sports. The event was won by the Somerset Light Infantry team. (Photo: Mee Cheung).

Interesting snapshots taken at the Volunteer Defence Corps sports on Saturday. Left top, the start of the 440 Yards; left bottom, the Mile Event in progress; right, a keen tussle in the Tug-of-War. (Photos: Mee Cheung).

Group taken at the wedding, at St. John's Cathedral, of Mr. Percy H. Lloyd and Miss Maitie O'May. The Matron of Honour was Mrs. W. F. Cary, Mr. James Smith gave the bride away, and Mr. W. Smith was the best man. (Photo: Ming Yuen Studio).

These snapshots of play in progress were taken during the lawn bowls match between the Craigengower Club (champions) and the Rest of the League. An interesting game ended in a win for the champions by five shots. (Photo: Mee Cheung).

THREE CHOIRS FESTIVAL AT HEREFORD.

The Three Choirs Festival began in Hereford Cathedral on Sunday, September 7, being participated in by the Choirs of Hereford, Gloucester and Worcester. The conductor of the Festival this year was Dr. Percy C. Hull, the organist at Hereford Cathedral. Our picture was taken during the opening service, at which the Bishop of Hereford, the Right Rev. M. L. Smith, preached the sermon. (*Times* copyright).

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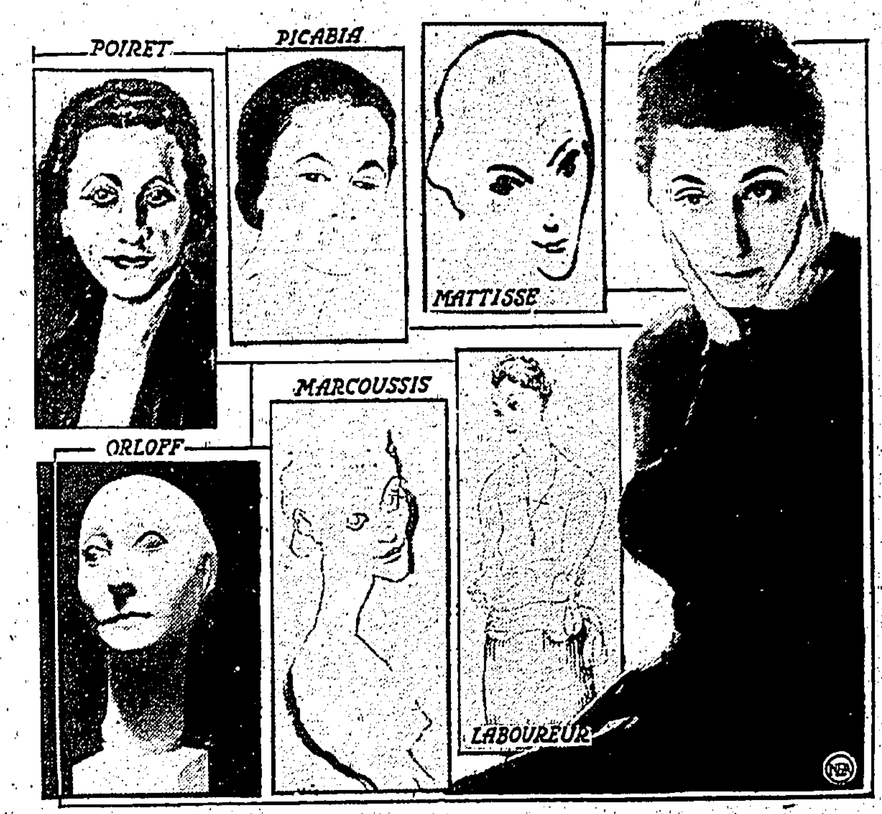
"THE WOMAN WITH 50 FACES."
BECOMES CELEBRITY IN LONDON EXHIBITS.



Maria Lani, the girl whom artists rave about, is shown at right. Almost without exception, painters and sculptors who have seen her are eager to paint her picture, or capture her features in marble. Above you see several artists' conception of Miss Lani. (These pictures by courtesy of the Galleries, London.)

Miss Maria Lani is the most talked of woman in London today. And that despite the fact that not one person in a million in London has seen her in person.

Helen of Troy, heroine of Homer's immortal poem, has often been celebrated as the woman whose lovely face launched a thousand ships. Meaning that for love of her, men fought and died around the embattled walls of Troy. Miss Lani has a face that has launched fifty paintings and sculptures.

There is nothing like it in the history of the art world. There have often been one-man shows where one painter or sculptor has exhibited 50 of his paintaings or busts. There have been great religious figures of whom a myriad artists have painted or carved imaginary figures. But there is no record of any living person so intriguing the paint brushes or the chisels of famous artists who have met the subject, chatted with her, danced with her, smoked with her.

A Mediocre Actress.

And what makes this case all the more puzzling is that Miss Lani is not a celebrity in her profession. Born in Russia, this young woman went on the stage. Then she left a Bolshevik Russia and moved to Germany, where she was a pupil of the great Max Reinhardt. She acted in Berlin and she played roles in a few films. But even then she did not cut much ice. Four years ago she went to Paris and mingled with the Bohemia artist set.

They went mad about her. Every one of them—Matisse and Picabia, famous modernist painters; Braque and Jean Cocteau, celebrated with their pencils; Chana Orloff and Bourdelle among sculptors, all begged her to sit to them. From their point of view she was the heaven-sent model. She is petit and lithe, with fine eyes, a sensitive mouth and a strong chin. The ordinary man would not call her beautiful or pretty or handsome. But he would admit that her face is striking. It stands out from the ruck. And it expresses many moods.

So many in fact that Jean Cocteau, most modern of French poets, novelists, essayists and artists, after making six separate charcoal drawings of her, gave it up in despair and wrote on his last attempt:

"It is impossible to draw this woman's face."

How Cubist Saw Her.

The many artists, who attempted it, ran the whole gamut—from depicting her as very lovely to showing her as gaunt and haunted and almost ugly. A cubist painter even went off the deep and painted her face as two blue blobs with one eye looking like a pansy flower and the other like a black rifle target with a red spot for the bulls-eye.

The whole fifty paintings and sculptures of this young woman were shipped en bloc to Berlin, where they made a sensation. They are now on exhibition at the Leicester Galleries in London, where all the art cognescenti are paying pilgrimage. When the show choses it will be sent to Paris. It may eventually find its way to New York, Boston and Chicago.

WOMEN IN HOUSE OF LORDS.
LORD ASTOR STILL NOT DISCOURAGED.

Lord, Astor, like a knight of old—but a knight in modern dress and with modern ideas of political chivalry—six times has jousted with the House of Lords for women's rights, six times been defeated, but always comes back smiling and ready to fight again.

The American-born peer of England, whose Virginia-born wife, Lady Astor, was the first woman to sit in the House of Commons, has battled for years to secure for peeresses in their own right the legal power to sit in the House of Lords.

Just now the champion of titled feminism is smarting under a recent defeat, but already he is planning another assault upon the smug forces of fossilized conservatism.

Most Exclusive Club.

For the House of Lords is an old-fashioned body. You must be born into it or else be projected into it, on the recommendation of the Prime Minister and the consent of the King. Ayone who is the eldest son of a Lord, becomes upon the death of his father a member of this hereditary legislative body. Among comparative outsiders are the commoners in the recent past. There are also distinguished generals or admirals.

Regardless of whether the Lords are of ancient or modern vintage, the majority of them seem to be against women sitting in their august midst. There years ago they beat Lord Astor by only two votes. Recently they beat him by four votes. But before they did so, they had to listen to some plain speaking from him and some of his supporters.

Women Gain Other Rights.

He said it was outmoded to contend that peeresses in their own right should not sit in that house in a day when every woman over 21 had a vote in Great Britian; when a woman could sit on the throne of the country as its hereditraty ruler; when fifteen women were serving in the House of Commons, and one in the cabinet; when they were Lords Mayor of important cities, and also serving on country and city councils and other important governmental bodies.

Lord Astor, left, appears to be determined that women shall sit in the House of Lords. He has fought for years to secure for peeresses their right to the legal power vested in that famous body. Lady Rhondda, right, is one of Lord Astor's ablest assistants in the fight.

An objection was raised that the women's point of view was very different to that of men, but that was one of the very reasons why their presence in the House of Lords would be an advantage.

He caustically said that some of the "Noble Lords" seemed to regard their House as a sort of club, subject to the blackballing of those they did not desire to admit.

Lord Hanworth, in opposing Lord Astor, probably let the real cat out of the bag when he said if they were to grant admission to women on the same terms as men, by creating peerages for women in their own right, the succession would be to the daughters and not only to their sons. Then the "die-hards" proceeded to kill the measure.

Viscountess Rhondda, one of the leaders in this fight for recognition, when apprised of her latest defeat, shruggled her shoulders and said:

"It is just one more vote of some of the men to keep their club to themselves as long as possible. We will go right on fighting. Those who vote against us are voting against the trend of modern events and they know it. The last two times they have won only by a few votes. The time will come when they will not win."

Dominions Take Lead.

Miss Florance Underwood secretary of the Women's Freedom League, said:

"There is no hope of convincing some of them before they die, but they will die off in time. It is they who make Britain lag behind her progressive dominions. None of the latter excludes women from its upper legislative house. Sooner or later Britain will have to follow suit."

Besides Lady Rhondda, others who will have a seat in the House if it ever becomes a House of Lords and Ladies, are the Duchess of Fife, Countess Roberts, elder daughter of the late Field Marshal, Earl Roberts; Countess Cave, widow of an ex-Lord Chancellor; Viscountess Wolseley, a daughter of the late Field Marshal, Viscount Wolseley; and the Baronesses Beaumont, Berkeley, Burton, Clifton, Furnivall, Ravensdale, Wentworth and Zouche.

Hats That Go With Furs

Fashion insists on fur trim for fall and winter, and one of the important problems is to choose a hat that will not interfere with the fur collar

I. here, a black Koh-i-noor soleil hat, with brim of reversed material and a bow at the right, is worn becomingly with beaver collar on a diagonally closing tan and black tweed coat

II. a red felt hat trimmed in tan grosgrain tops a red, soft wool coat and bolero overjacket of chipmunk fur.

III. in spite of the fashionably shallow crown, this black soleil hat effects width in its reversed brim, setting off the short jacket of baby leopard.

by Julia

costumes and hats shown by the retail milliners' association of America

THERE seems to be just no end to the originality you can have in your coat and suits this autumn.

Tweeds, Lido cloth, broadcloth or men's suiting! But all are be-furred, just remember that.

You may think at first that you would like to be different and wear costumes with no fur at all, but once you snuggle yourself into a comfy outfit with luxurious fur ornamenting it, you surely will change your mind.

For there is nothing more flattering than fur. And nothing more softly feminine. And of course, fur adds that touch of the jungle that is bound to be intriguing on the most lady-like of costume.

You will be delighted when you start costume hunting to find that you can try out all your ideas on different lengths, different cuts, different colors and materials. They are all here this year, so you may shop around for all those suppressed clothes desires.

So, on the whole, it looks like a year for self-expression via costumes. But in picking out your fur-trimmed coat or suit coat, you must select a hat that will keep out of the fur's way. That is important!

I. IF you happen to have a full measure of that thing called charm, you can carry perfectly the elegant Vionnet coat shown at the upper left. It is of the softest tan tweed, with many a black thread in it for contrast.

It is made in a most unusual way, with raglan sleeves that have no suggestion of a sports cut about them, ending as they do in well-tailored flaring cuffs. There is a typical Vionnet skirt portion to this coat, made with a diagonal line from under which there is a flaring skirt that closes way over on the left side.

The diagonal closing is outlined by beaver, which also fashions the collar. The belt is of black leather, with a metal fastening. Topping this coat is an Alphonsine black soleil turban, draped asymmetrically. Of course you wear it up and off the face, in the new approved manner. Black gloves, black shoes and purse, and you could scarcely be smarter.

II. YOU have heard of overskirts before. But have you noticed the new little overjackets that are sprouting out on some of the smartest coats for fall?

They look like separate little boleros and, as a matter of fact, many of them are merely snapped onto the shoulders so they can be worn separately over brilliantly-colored sports dresses.

I suggest you take a look at them, if you haven't already had one on. Anything so new and novel is bound to be interesting. It might be just the coat for you!

One chic overjacket of chipmunk is worn with a coat in bright red, of the softest kind of deep ply wool. This is the model illustrated in the center photograph, above.

The coat is semi-fitted and drawn in snugly with a belt and a buckle of the same red material. The little overjacket stands out in proper bolero manner, and though the coat fastens snugly, the jacket of chipmunk fastens at the throat only and swings loose. The overjacket also has short sleeves, allowing the red coat sleeves to come down from under the bolero and extend to the wrist.

A perfect hat for this outfit is made of red felt, with a slit brim that flares back from the face. There is intricate trimming of red and tan grosgrain ribbon, with a touch of brown like the chipmunk striping.

III. STRESSING the side-closing that is so important this year, a little baby leopard jacket adds a scarf collar that can be worn either as a throw around the neck, as an ascot, or as a kind of jabot neckline.

This little jacket is illustrative of the type of fur coat you can have, if you want to be a little unusual and do not have to wear the same coat every day of the winter. It is mighty smart for a day in town, for school, for sports wear.

Worn over a black skirt with white blouse or one of the new black frocks that has a light top, this jacket is very good.

A shallow crown distinguishes the black soleil hat topping this jacket. It has a bow of its own material across the side, on top, to give it a perky look.

IV. FOR very practical purposes, I recommend the salt and pepper suit. One of these, in a handsome, wearable tweed, is shown below at the left. Its skirt is cut up to a high waistline in princess manner, and its white velvet blouse tucks into the skirt.

There is a rich and flattering collar of black lynx, and with that soft fur gleaming as a frame for your face, you can walk jauntily, assured you are looking your best. A black velvet hat, with a draped effect ending in a bow, tops this suit. For the smartest effect, the hat is worn well back on the forehead.

V. IF you are a practical girl who usually buys one outfit and calls it a winter, there are many fur-trimmed suits.

One of the most practical and the prettiest of these, provided you are young and lively, and you like colorful clothes, is the new wine-red tweed, a fine homespun tweed that looks like basket-weave linen, so beautifully is it woven. This model is shown below, at the right.

The skirt has three deep pleats at the sides, below a hip yoke. The coat is made without a collar and fastens right up to the throat with self-buttons. There are pockets on both sides and the sleeves have a pointed cuff effect.

Broadtail trims this suit, in a novel scarf collar that is attached at the back of each shoulder seam so that there is no collar across the back and only the wide scarf in front. When the coat is fastened, this collar effect is quite decorative.

The hat to be worn with this outfit is a brimmed, wine-red felt, with a rolled brim at one side, held in place by red and white grosgrain ribbon.

IV. a new two tone tweed with wide black lynx collar can be worn well with this black velvet little hat.

V. this brimmed hat of red felt is worn with a red tweed suit, distinctive for its novel collar line and two-piece broadtail scarf which begins at the shoulder line.

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Hongkong Telegraph.

Pictorial Supplement

October 11th, 1930.

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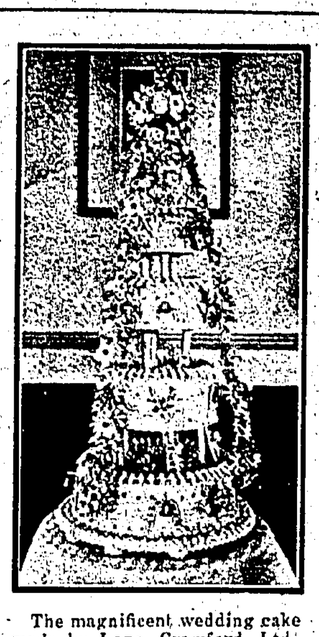
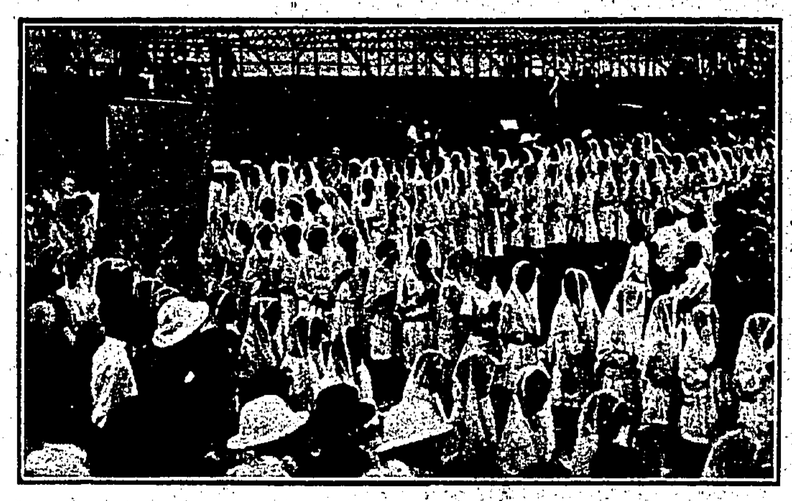


The magnificent wedding cake made by Lane, Crawford, Ltd., for the wedding of Mr. G. Assumpcao and Miss Alizira Luiz.

Their Excellencies Sir William Peel, Governor of Hongkong, and Senhor Tamagnini Barbosa, Governor of Macao, with their respective staffs on the occasion of the former's visit to Macao last week.

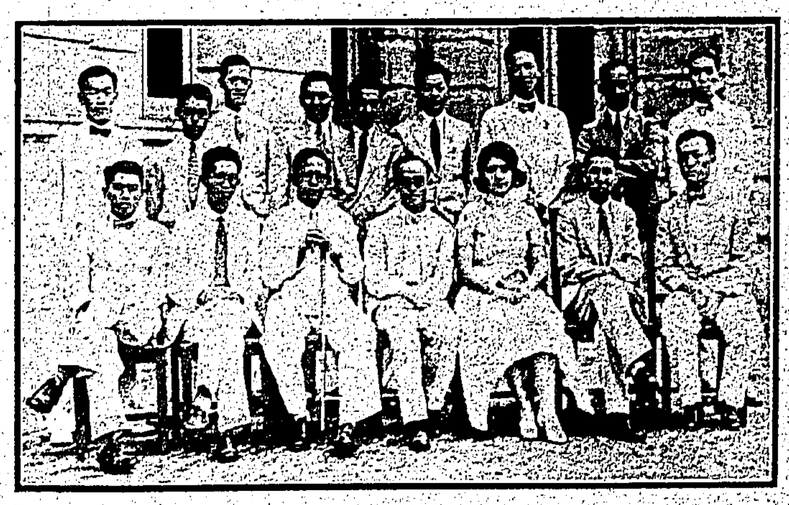
The mammoth new bridge which spans Sydney Harbour. Photo shows the arch as finally joined. The shore side of the bridge is on the left. Photo was taken by Captain Pretty from the bridge of the s.s. Hurunui.



Some of the girls who took part in the impressive procession on the occasion of the feast of Our Lady of the Holy Rosary at Kowloon on Sunday afternoon. (Photo: Lee Fong Studio).

The 100 Yards Final at the Volunteer Defence Corps sports. C. d'Almada, the winner, is seen third from right; A. Gosano (second), on extreme left; B. T. Gosano (third), first on right. (Photo by Mr. J. C. Grenham).

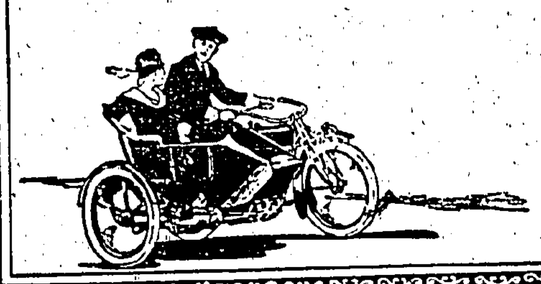
These photographs were taken at the procession in connexion with the feast of Our Lady of the Holy Rosary on Sunday. Top, the statue of the Virgin and Child which was given a prominent position; bottom, part of the huge crowd which took part in the procession. (Photos: Lee Fong Studio).

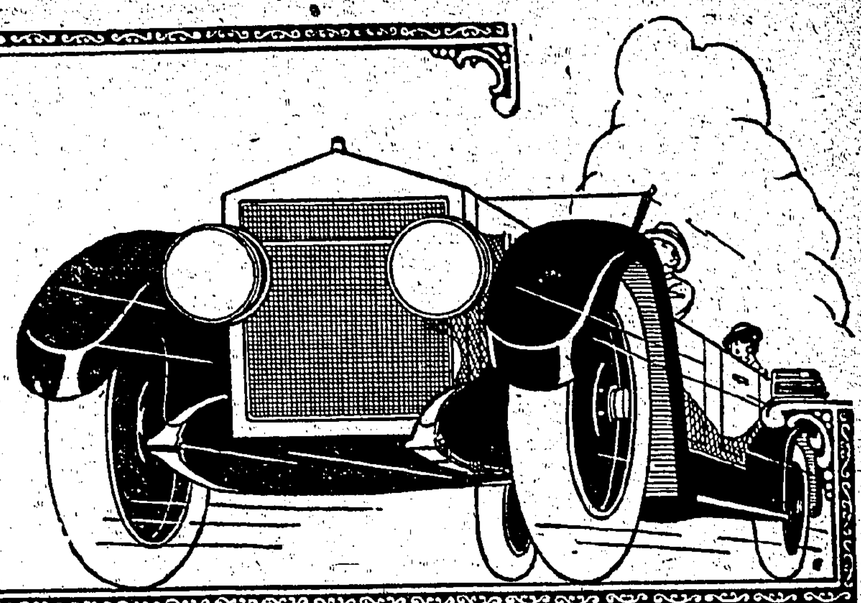


Group taken on the occasion of a farewell party given to Dr. and Mrs. M. B. Osman by the Hongkong University Amateur Photographic Club. Dr. Osman is taking up a Government post in Kedah, F.M.S.

Snapshot taken during the game in which Craigengower played the Rest of the League at lawn bowls last Saturday, the result being narrow win for the champions. (Photo: Mee Cheung).

MOTORING
SUPPLEMENT





OF

THE HONGKONG TELEGRAPH

SATURDAY, 11th. OCTOBER, 1930.

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CURRENT COMMENT

China's Contrasts.

Pictures appearing on this page convey the impression that progress is being made in the vital matter of opening up motor traffic routes through important districts, and the very fact that such work is extensively being carried out in various localities does show that the authorities concerned are keenly alive to the needs of the age. But China is indeed a puzzle. One would imagine that where the authority exists to build and maintain modern roads, there would also be authority to protect the interests of those who, by placing motor vehicles on the roads, assist in achieving the aim of the builders.

Protect Enterprise.

It naturally follows that good communications influence traders and others in investing money in motor vehicles, and the taxes they pay for the privilege of using the roads prove a legitimate and fruitful source of revenue to the country. But all enterprise must be protected, and yet we hear during the week, that public transportation companies in Canton are having to strongly protest against the common practice of military, police and other Government employees using their vehicles without paying fares. It is asserted that at times, the whole of the space in public buses is occupied by these non-paying passengers. While such impossible conditions obtain, progress in China will continue at the proverbial snail's pace.

Motor-Auctions.

Weekly motor auctions will be conducted by Messrs. Hongkong Used Cars, Ltd., at their sales room in Cameron Road, Kowloon. This business is an innovation to Hongkong, although it is, of course, popular in other parts of the world. An advertiscment relating to this appears elsewhere in this issue.

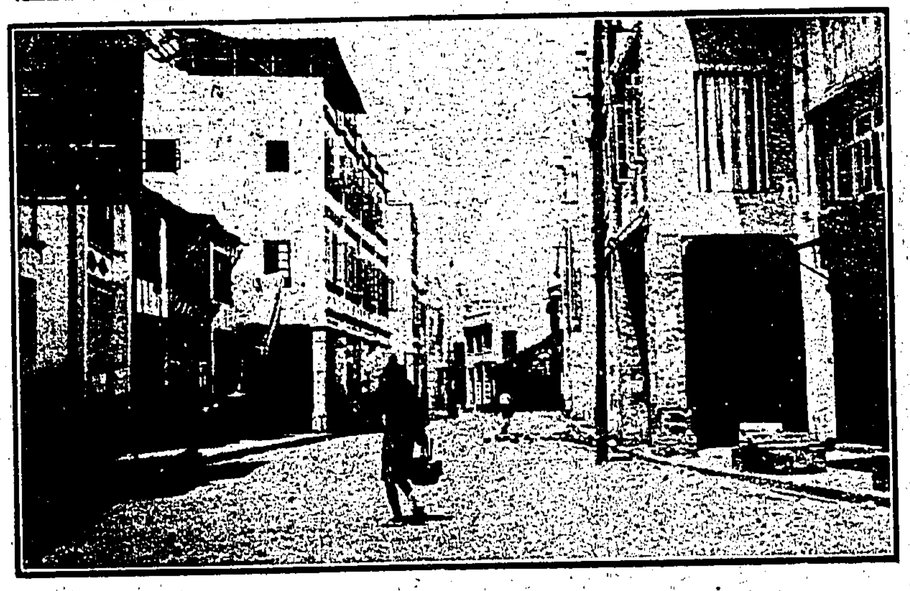
The New Buick.

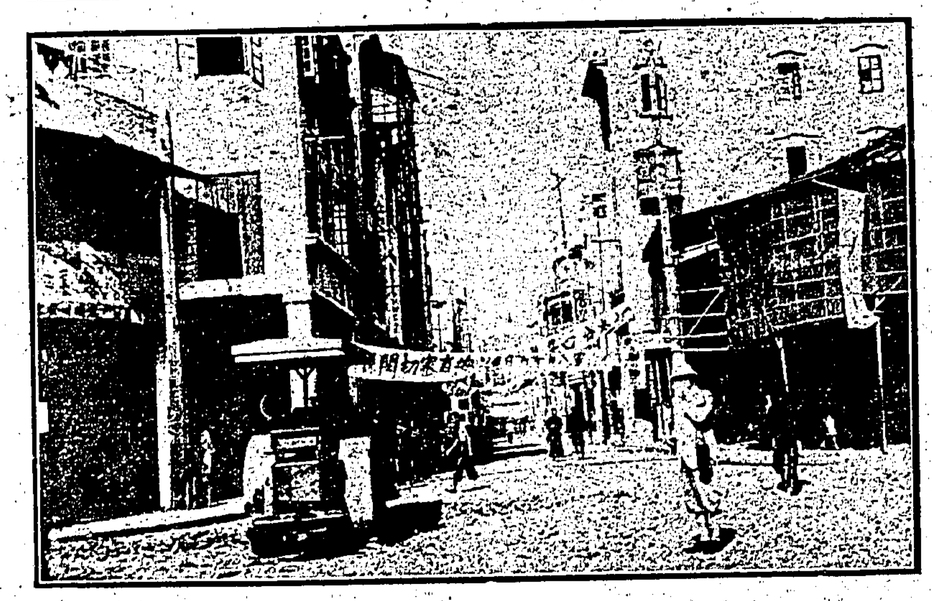
During the week, a representative of the *Telegraph* was afforded the opportunity of taking a trial spin in one of the latest Buicks with the new straight 8-in line power units. The experience was most impressive, revealing a standard of control efficiency which thoroughly agrees with the claims made by the manufacturers. The Buick slogan about "better cars" is of course, well known, and in all truth it may be stated that this latest production is indeed "a better Buick," and that assertion in itself is a surprising tribute when the excellence of every previous Buick car is remembered. Gear changing is a remarkably simple matter, and the claim that changing from second to third, or third to second can be accomplished at a speed of 40 m.p.h. was put to the test and proved in the most definite manner. It is somewhat usual to refer to the "smooth flow of power" when criticising new cars, but the term may be employed in no hackneyed manner when writing of this super-Buick. A pleasure awaits every motorist who becomes the owner of one of these powerful and luxurious machines.

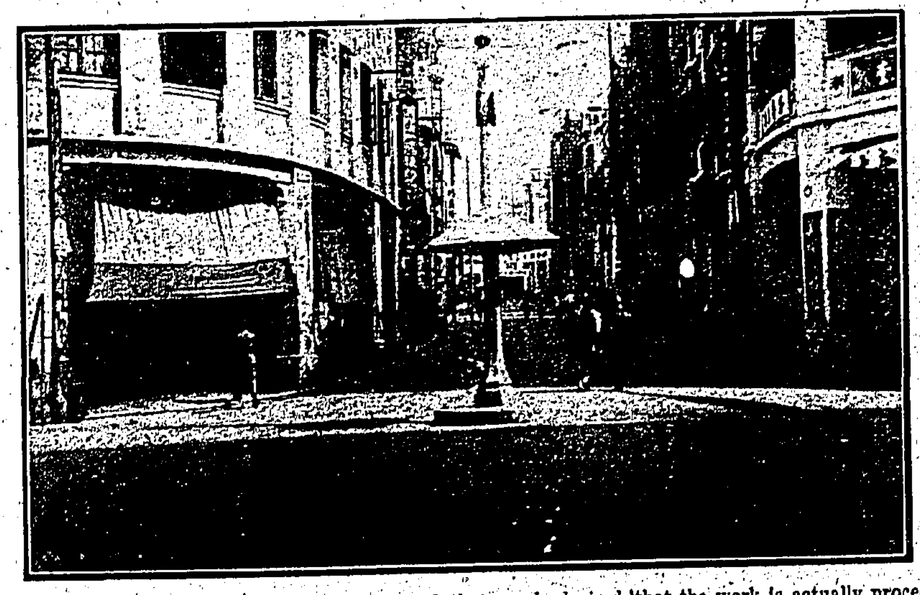
A Bad Road.

The Castle Peak road between the thirteenth and fourteenth mile is in a really deplorable condition. In the early part of the Summer the surface became disintegrated as a result of the hot sun melting the tar, and since that time, very little appears to have been done in reconditioning the surface. At the present time it is probably the roughest stretch of roadway in the Colony, and immediate repairing is necessary.

WUCHOW BUILDS MODERN MOTOR ROADS.







That China is fully aware of the necessity of building good roads is amply demonstrated by the pictures shown above, recently taken in Wuchow by a *Telegraph* representative. Up-to-date methods are employed, and a transformation from the old ricksha roads to modern automobile routes is gradually being effected. It is by such evidence as this, that hope is rekindled that China will assist in the dawn of a more prosperous era, although at times the realisation of that much desired state of affairs seems ages away. It is true that many districts have awakened to the knowledge that traffic arteries must be built if progress is to be recorded, and one looks forward to the day when the densely populated cities and towns in the southern territory will be linked to the Colony of Hongkong by a network of roads. A road from Canton to Hongkong is eagerly awaited, but although rumours are at times overheard that the work is actually proceeding, no definite evidence can be secured that this is so. We feel sure that the Canton Authorities appreciate the mutual benefit which would accrue, and we look forward to the day when celebrations will be held to mark the completion of such a thoroughfare. In the meantime, it is indeed gratifying to know that many cities are showing a keen desire to keep abreast with the times as far as road building is concerned.

Penang-Singapore.

"The Penang-Singapore non-stop run record which was held by a Chevrolet "Four" was lowered during a recent week-end by three motorists who left the A.P.C. kiosk at Bagan Luar at 8.30 on Friday night and arrived in Singapore at 9.21 on Saturday morning, their car being a second-hand Fiat (Model 514). Mr. P. Bird of Italasia Ltd., Singapore, and Mr. E. Marriotti of the firm's Penang branch drove the car alternately and they carried as a passenger Mr. C. G. Barnes of the *Pinang Gazette*. It was an excellent achievement in a car of much smaller power than the Chevrolet four. The time in which the Chevrolet did the journey was 13 hours 38 minutes while the Fiat did the trip in 12 hours 51 minutes —47 minutes under the previous record. Starting out in a heavy rain storm the party almost despaired of being able to do the run in anything near record time since the roads were too slippery to permit high-speed driving but once out of the wet districts Messrs. Bird and Marriotti, driving alternately, pushed the little car to its utmost, their speed being over 60 miles an hour at times. Having averaged approximately 39.5 miles an hour, the car raced into Singapore on Saturday morning with Mr. Bird at the wheel and was pulled up outside the Italasia building in Orchard Road, the engine running as smoothly as when the trip was started. The only stops were for refilling with petrol and oil—Shell products being used—and Mr. V. Pini of Italasia Ltd., Singapore, was informed by wire of the progress made at various stages. Ipoh was left at about ten minutes past 11 and at 6.32 the next morning the party left Muar behind to arrive at Batu Pahat just after 7 o'clock."

The car which was the "*Baby*" Model (10-30 H.P.) ran throughout the 507 miles on ordinary Shell Motor Spirit and Golden Shell Motor Oil.

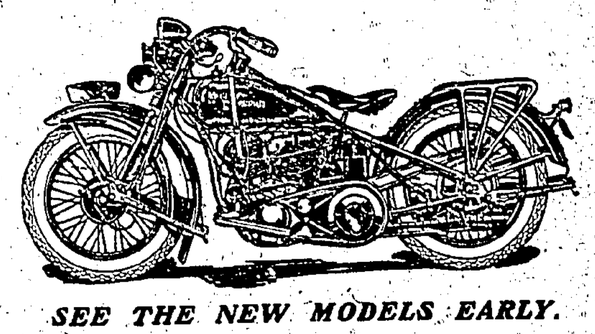
The original record held by the Chevrolet Four was also made using Shell Motor Spirit and Double Shell Oil.

New Members.

Since publishing the last list, the following motorists have joined the Hongkong Automobile Association:—

G. W. Garrett.
A. L. Shields.
C. A. Melchers.
H. Ranlgh Jen.
E. Himsworth.
T. W. Carr.
L. Jack.
G. A. Lawrence.
R. M. Wood.
Tan Eng Hooi.
J. A. Summers.
J. Jones.
Miss E. Samy.
Y. H. Leung.
A. Brailsford.
H. A. Howes.
C. H. Rolfe.
Miss M. Braga.
G. Forder.
J. McFarlane.
A. R. H. Phillips.
R. H. Wild.
O'G. Anderson.
A. B. Ramsay.

1931 "Harley Davidson" Can be Cabled for Now.



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Channel Islands.

The popularity of the Channel Islands as a touring ground for motorists is rapidly increasing, and for many years past the Automobile Association has provided special facilities at Southampton for assisting members in connexion with the shipment of their motor vehicles.

This special port service has now been extended to Weymouth, where the A.A. has stationed a uniformed representative who attends the arrival and departure of all boats, and renders every possible assistance to members.

IN CANADA.

Good Progress Made by Thornycrofts.

62ND REPEAT ORDER.

Some indications of the good progress Thornycroft vehicles are making in Canada, since only a few years ago the manufacturers tackled this promising market in their usual whole hearted way and founded Thornycroft (Canada), Limited, to operate locally, is given by the news recently received that a 62nd repeat order has recently been completed for the T. Eaton Co. of Toronto.

These people are the largest stores in the Dominion—the Harrods of Canada—and starting in a small and somewhat experimental way with Thornycroft vehicles, have now built up a very large fleet, to which this latest addition is a 4-ton Thornycroft type "KB" platform lorry.

As can be expected competition with American trucks in this market is very severe, and for many years the T. Eaton Co. operated these exclusively until they tested Thornycroft vehicles on which they have since standardised.

Other Canadian users of Thornycrofts are the Shell Co. of Canada, the McGill University of Montreal, the City of Winnipeg Municipal Department, and Messrs. Fouse & Brobst, amongst other big transport contractors who have recently acquired Thornycroft sixwheelers for go-any-where transport.

WORLD'S LARGEST LIFEBOAT.

Christened by H.R.H. the Prince of Wales.

The launching of the longest and fastest lifeboat in the world was recently accomplished at Dover, when H.R.H. the Prince of Wales formally named the vessel "Sir William Hillary." In congratulating the committee on the name chosen, His Royal Highness reminded his hearers that Colonel Sir William Hillary was a great English soldier, sailor, scholar, philantrophist, and the greatest of lifeboatmen, who after serving in the Napoleonic wars, settled in the Isle of Man and turned his energies to saving life from shipyards. He appealed to the nation, and as a result, the Institution was found in 1924. Sir William was concerned in the rescue of 305 lives, and three times received the gold medal of the Institution.

The Lifeboat was described by Captain H. F. J. Rowley, R.N., Chief Inspector of Lifeboats, his speech being as follows:

Before giving you some of the details of the Life-Boat before you I am tempted to put a question which probably many present *think* they can answer, while at the same time, possibly, a certain number are unable to. That question is "What is a Life-Boat?"

The Dover Motor Life-Boat was eighteen months building and cost £18,430. 0s. 0d.

I am often asked why Life-Boats take so long to build and why they cost so much money, and I want to try and tell you the reason.

The answer is:

A Life-Boat must be something better than any ship, vessel, yacht, trawler, drifter, boat etc. that finds its way on to the high seas for, if the ordinarily built craft could stand up under all conditions of weather to the stresses and strains put upon her, there would be little or no need of the Life-Boat Institution, except to guard against the human error, which can never be eliminated.

But, as a matter of fact, many ordinary vessels can *not* stand up to all conditions of weather, for to embody the qualities of a Life-Boat in all vessels would unfit them in many respects for their ordinary calling and also would prove very expensive.

A Life-Boat, therefore, must be what I may describe as a "*Super Boat.*" The *material* must be "Super," the *equipment* must be "super," the *machinery* must be "super," and, further, the method of *construction* must also come under that description.

The Crew must have complete confidence, not only in their Boat but in their equipment, for there are occasions when a Life-Boat has to take seas that no other craft could face.

In consequence a Life-Boat becomes "super" in *cost.*

The designers, Messrs. Thornycroft and Co. and Messrs. G. L. Watson and Co., Ltd., represented here to-day by Sir John Thornycroft, and Mr. J. R. Barnett, the Consulting Naval Architect of the Institution, have had a very difficult job in trying to embody the essential qualities of a Life-Boat with a much higher rate of speed than is usually required for the Institution's service, the function of the Boat before you being to deal solely with cross-Channel traffic, both sea-borne and air-borne and with such casualties as might take place in open water. Speed is therefore essential, and it is not intended that this Boat should serve casualties either on the main or on the out-lying banks. In fact she is not built for it.

By this I mean, that although she embodies the essential qualities of a Life-Boat she is not in the full meaning of the word a Life-Boat proper, and I think you can readily understand that, when you look at her and realise the departure from the ordinary method of construction employed by the Institution.

She has a length of 64', a breadth of 14' and a maximum draft of 5'1", with a displacement of 27 tons.

You will see that she has a good flare of bow and her remarkably clean tunnel lines permit her two 375 H.P. Thornycroft Y.12 Engines to attain a speed of 17.1/4 knots at 1750 Revolutions per minute.

She is fitted with a Marconi Receiving and Transmitting Wireless Telephony Set, enabling her to keep in touch with the Shore Stations at Lympne and Ramsgate, and also with the various Light Vessels in the Goodwin area.

She carries 350 gallons of Petrol which will give her a cruising range of 78 miles at full speed and of 94 miles at 12 knots.

The skin of the Hull consists of double planking of two 1/2" Mahogany thicknesses and her timbers are spaced from 5" to 9" apart, resulting in an unusually strong and elastic Boat, whilst her keel 12" x 7" of English Oak is unusually stout.

She has 8 watertight Compartments with Steel Bulkheads and some 82 Air Cases, which in effect mean that she has 90 watertight Compartments, and she has an excess of bouyancy of 50% of her weight.

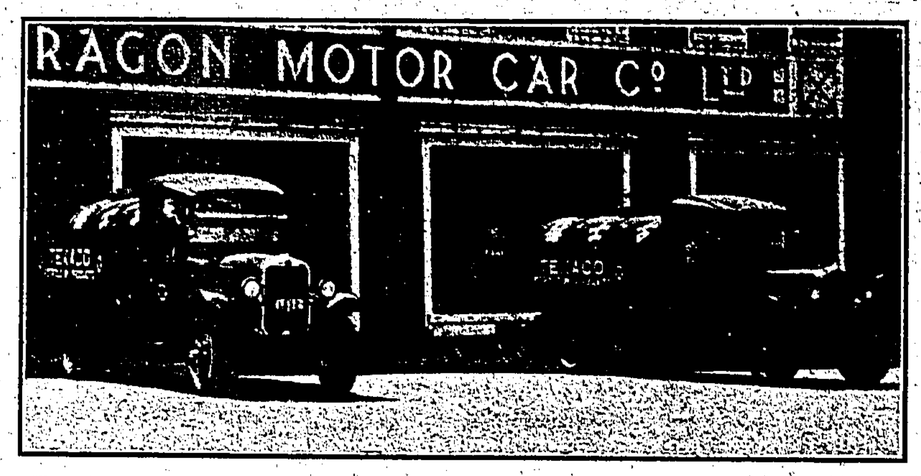
At a helling angle of 80° her righting moment is assured, so that her stability may be said to be very good indeed.

She has two Cabins, and her capacity for passengers is such that the Coxswain can carry as many as he can put on board under moderate weather conditions; this number, of course, being reduced when the conditions of weather are more severe, but her maximum accommodation may be said to amount to 200 persons.

In addition to what I have told you the Boat has a Line-Throwing Gun capable of throwing a line 80 yards, Oil Sprays in her bows for distribution oil in a heavy sea-way, and she is lighted electrically throughout and carries a Search-Light.

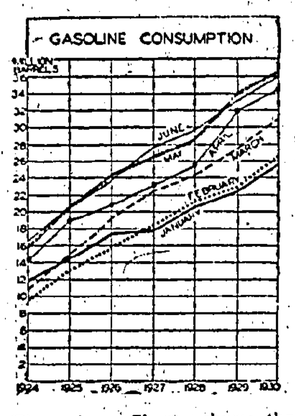
Such, Mr. Mayor, Your Highness, My Lords, Ladies and Gentlemen, is very briefly an outline of the Boat before you and I have no doubt that her crew, consisting of seven picked men, will render a very good account of the Boat they have to manoeuvre and which is required for the very special and *double* purpose I have described.

LATEST MODEL G.M.C. TRUCKS IN HONGKONG.



The above picture shows two modern tank body trucks supplied by the Dragon Motor Car Co., Ltd. to the Texas Company.

MORE PETROL USED.



The above Chart shows that gasoline consumption in the United States increased from more than 25 million barrels in January to 36 million in May and June, of this year.

PETROL PUMPS.

Desecration of Rural England.

A SENSIBLE PROTEST.

Mr. Stanley H. Dodwell is of course well-known in China, and therefore the following letter he has sent to *The Times*, may be of interest—

As a protest against the desecration of rural England by the petrol pump, and to encourage those who artistically camouflage their pump stations, I make a point, whenever possible, of replenishing my tank from the latter variety of station. If others of the motoring public would do likewise we should soon sound the death knell of the hideous monstrosities which are too often a blot upon the landscape.—Mr. Stanley H. Dodwell. 24, St. Mary Axe, E.C.3.

estimated as an average of almost $80 for every motorcar registered.

* * *

Speaking at the opening of the All-British Motor Exhibition at Adelaide, Australia, recently Sir Alexander Hore-Ruthven, V.C., the Governor of South Australia, said that although the object of the Australian Association of British Manufacturers was to foster British trade in Australia it did not prejudice the principle which the whole Empire was trying to achieve namely, that every State should develop its own resources. The aim of the exhibition was to prove that British cars and motor cycles, with sufficient encouragement could compete with foreign manufacturers.

BY THE WAY

The number of motor bus passengers has jumped 200 per cent. in the past seven years, according to the American Automobile Association. More than 782,000 miles of route are now covered by bus lines.

* * *

The Automobile Association announces that a Port Office has been opened at Fishguard Harbour telephone number Fishguard 59, telegraphic address "Fanum Fishguardharbour."

This port is a popular gate-way to the Irish Free States, and the office has been fully equipped to enable members to obtain every possible assistance they require in connexion with the shipment of their vehicles and Customs formalities.

A uniformed A.A. Port Officer has also been stationed at Rosslare who attends the arrival and departure of all boats.

* * *

A law making it compulsory for motorists to install cigarette and cigar ash trays in their cars for the disposal of finished smokes is being considered in Oregon as a possible means of eliminating forest fires.

* * *

A Safari in East Africa" was the title of a film exhibited privately at the Carlton Theatre, Haymarket, S. W., recently by Lieut.-Commander Glen Kidston. Commander Kidston, it may be recalled, in the spring visited East Africa by aeroplane. The pictures he obtained on that occasion of giraffes and lions in particular in their native haunts kept his audience spellbound, some of the scenes being unique close-ups. An idea of the difficulties in connexion with car transport following the rains was also given, for inch by inch the vehicles had to be dragged up river banks. One scene depicted a practically new Buick touring car which had to be abandoned in midstream with water almost up to the top of the bonnet.

* * *

The prospect of better weather is causing an increasing demand for short runs into the country. By means of the special A.A. "Day Drives", issued by the Automobile Association, covering areas within reasonable reach of London, the motorist is enabled to make interesting afternoon and evening trips.

Accompanying these drives are detailed directions which enable a stranger to follow the less conventional routes without difficulty. A sketch map is included in addition to the itineraries and descriptions.

Applications for copies should be made to the Home Touring Department, The Automobile Association, Fanum House, New Coventry Street, W.1.

* * *

Pedestrians who do not cross the streets of Paris at the marked sections are liable to a fine of 100 francs.

* * *

Regent Street, London, is being repaired at the busiest traffic season of the year, and the dislocation is causing enormous inconvenience.

* * *

One may judge of the popularity of British motor touring from the fact that the Automobile Association, during the past month, received some 26 letters for each working minute, and that approximately 1,872,000 miles of prepared itineraries were posted every day. An analysis of output indicates that motor touring has increased about 15% over 1929, while the influx of foreign visitors has risen by an even higher percentage. American visitors—despite the slump on Wall Street—are more numerous than ever, and the cross-channel traffic to and from the Continent has never been heavier. Ireland is a very popular touring ground.

* * *

It is announced that the United States will spend $1,750,000,000 this year on road construction which is

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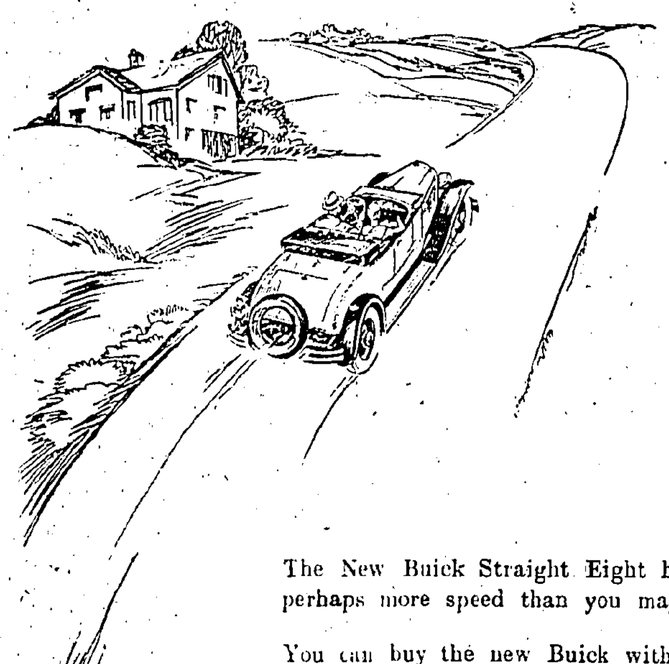


"What car is that George? It went by us like a shot. I never saw a car travel with such effortless speed."

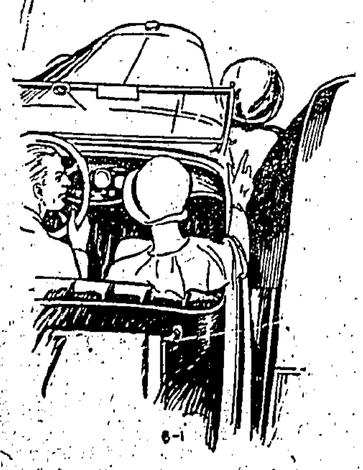
"That's the new Buick Eight-in-a-line. It's no use our trying to pass them—my engine is up to the limit now."

The New Buick Straight Eight has reserve power under its hood and perhaps more speed than you may ever care to use.

You can buy the new Buick with the same confidence with which you have bought Buick products for the past 25 years

Everybody who drives it—or rides in it—says: "Never in my motoring experience have I seen such a car!"

Why not try one on a free demonstration to-day? There's no obligation.



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Network of Mail 'Planes Over America.

PASSENGERS TO BE CARRIED ALSO.

The air mail industry—for it has reached the point where it may be called that—is slowly taking shape under the new air mail law, familiarly known as the Watres act, and one of the developments that appears to be something for the immediate future is a second transcontinental air mail line which will also carry passengers. The Postmaster General has intimated that he favours a third continental line also.

The ground work is well laid for such a system, with north and south airways, which ultimately will give America a literal network of air mail lines. Then can come the realization of the aeronautical industry's dream—first-class mail by air all over the country.

A glance at the present air mail map reveals how well the work has been started. We have the Boeing line from San Francisco to Chicago by way of Salt Lake, Cheyenne and Omaha, now carrying passengers, express and mail on a twenty-hour schedule. We have the Chicago-New York mail line operated by N.A.T. which, like Boeing, is under the aegis of United Aircraft and Transport.

Other Eastern Connexion.

This system connects at Cleveland with the Colonial east-and-west system through Buffalo, Rochester and the Mohawk Valley to Albany, where it meets the New York-Montreal air mail and passenger line, another Colonial division.

Boston is looped in under Colonial by a line from Boston to Hartford and New York, which is a successful and established passenger and express as well as mail line.

Into this picture has come the New England and Western Transportation, a new system back by Springfied (Mass.) capital equipped with Ford trimotors and operating twice daily from New York to Albany and Boston, with Springfield as the junction point. Three round-trips a day are made between New York and Boston with changes at Springfield. This company is definitely in the field for air mail, although no contract appears available at this time.

Of immediate importance, however, is the mid-continent-trans-continental, on which representatives of the Post-office Department, Western Air Express and Transcontinental Air Transport-Maddux Air Lines have been working for the past month.

No one knows just what route this projected system will follow, but predictions more or less unite on a line from Los Angeles by way of Albuquerque to Kansas City, St. Louis, Columbus, Pittsburgh and Newark, the present Eastern terminal of all air mail lines serving New York.

Two Active Systems.

Both Western Air Express and T. A. T.-Maddux are now operating over this system, Western Air coming through to Kansas City and the airrail line operating from Columbus to Los Angeles save for a 300-miles night jump between Waynoka, Okla., and Clovis, N. M. Western Air is a pioneer air mail carried and has handled many of the largest mail loads in the history of the air mail on its line between Los Angeles and Salt Lake City. At the same time, the company has expanded its passenger service to cover the Pacific Coast and Southwest. Its Standard Air Lines follow the Southern tier of States to Dallas.

Its Kansas City line is the longest single daylight hop in passenger service in the country, and that means anywhere in the world. Its mid-continent subsidiary serves Denver, the central region and Texas, cutting east and west lines at Albuquerque, Cheynne and San Antonio.

T. A. T. has never been a mail carrier but, except for the Pennsylvania rail unit between New York and Columbus, the system is strategically placed to carry the mail east of Kansas City. An extension from Columbus to Pittsburgh would be simple, and now Pittsburgh Airways, backed by Pittsbugh capital and operating between Newark and Pittsburgh with passengers only, is in the field for a contract over this segment of a new transcontinental.

Under the law the Postmaster General may extend the present contract of an existing airline to take in more territory under existing rates. After a period the extension may be further extended. At the same time, the contractor, after obtaining permission from the government, can assign a section of his system to another operator if it is seen that such a move is in the interests of better service and the promotion of air transport generally. In these provisions observers see a way whereby Western Air might extend its lines across the country and T. A. T. and Pittsburgh Airway or some other system might benefit through assignment of a part of the territory.

Southern Interests.

Going further south, another big group comes into the picture; Aviation Corporation of Delaware, parent company to Colonial, Universal, Robertson Airways, Southern Air Transport and others, reaching from New England through the Middle West south to the Mexican border and the Gulf and connecting with Western Air's subsidiary from the coast at Dallas and extending northeast to Altanta, the southern junction point of Eastern Air Transport's mail line from Newark to Miami.

Why three transcontinental air mail lines? The answer is obvious—to carry more air mail. Moreover, to stimulate further the transport of passengers and express by air and to knit the far-flung empire that is the United States into a still more homageneous nation. Communications and lines of communication and contract are the arteries of a community. Few who have not travelled by air can realize how the speed of air transport will contribute and is contributing today to the work of joining the viewpoints and aims of the separate centres in the United States. In the formative days of the American Republic, European statemen, reckoning without the railroad and airplane, predicted freely that such a nation could never exist because of the distances. Provincial and sectional aims and needs, they said, made it impossible. The war between the States was a triumph for these prophets and much that they said is only now ceasing to be true because of the airplane.

Ever since the World War the several departments of the Federal Government have been working together on the same problem, especialy through aviation. The Watres bill was written with the same viewpoint. Preference under the law in granting contracts is to be given to operators whose air lines are for passengers and express. Mail is to be carried as a stimulant, a small backlog for the transport by air of persons and goods.

THE BEST WAY.

Reducing Motor Mishaps in U.S.A.

BAD DRIVERS BANNED.

Indianapolis, Sept. 3rd.

The best way to reduce automobile fatalities is to remove from the roads all careless drivers, according to Otto C. Fifild, State Secretary of Indiana. And that's what Indiana has been doing with its careless drivers.

"Many accidents are the result of careless and negligent driving," says Fifield. "These drivers have become such a menace that the law recognizes they have no right to the use of the public highways.

"Indiana is among tha first states to enact a drivers' license law. While the law has been in force less than a year, the good results are already being realized. The law provides that, for cause, the license shall be revoked. About one thousand drivers' licenses were revoked in the first year of the law.

"The law is being enforced with greater severity. Because of rigid enforcement, instead of there being a greater number of revocations, there will be a less number."

It has been proved that the majority of accidents are avoidable and for that reason those involved in such accidents should not be allowed to drive an autmobile, Fifield believes.

AIR BRAKES?

Suggested for All Motor Vehicles.

SIMPLE WORKING.

(C.) Bachrach

Niels Anton Christensen.

Cleveland, Aug. 19th.

Air brakes for passenger automobiles of all price classes may soon be introduced to the automotive world.

At present they are made here for use on buses, trucks and trailers, but E. J. Kulas, president of the Midland Steel Products Company, which has acquired worldwide patent rights for the construction of such brakes, says his company is planning for their introduction in any automobile built.

The Midland air brakes are the invention of Niels Anton Christensen, Danish engineer, now with the Midland Company. His work started during the world's fair at Chicago when he saw a street car accident due to defective brakes.

Christensen's air brake, it is said, requires a foot pressure control about the same as that on the accelerator. It will decelerate a car one mile an hour in one foot. True equalization of pressure on all brake shoes, it is added, eliminates the necessity of brake adjustment for the entire life of the lining.

Equipment of the Christensen air brake consists of an air compressor and governor, an air storage tank, a foot-operated control valve and cylinders on the axles containing pistons actuated by the air pressure to control the brake shoes.

MAKE HASTE SLOWLY.

The Joys of Motoring on the Continent.

[Special to the *Hongkong Telegraph* by Ella Morgan.]

Most people agree that for those who come to visit Europe from overseas there is no pleasanter way of spending at least a part of their holiday than motoring on the Continent. For the land across the Channel is varied. Sometimes it is lovely, sometimes merely quaint,—but always interesting. And for the most part it is filled with sunshine and the fragrance of such flowers as are to be found nowhere else in the world.

Unfortunately, however, a majority of those who travel by road dash along at the most incredible speed, their sole object being to cover the distance in as short a time as possible. This is very silly as there is no advantage to be gained in reaching your destination in a shorter time than anyone else, but the disadvantage is great because there has been so much loveliness lost on the way.

As a matter of fact, the very best way of doing a journey of this kind in the right number of days with the minimum amount of trouble is by motorcoach, such as the Daimlerways Services, which travel to any part of the Continent you could wish to visit. This method is not terribly cheap, but on the other hand it is by no means prohibitive. And there is the added advantage that, once having paid your fare, you have paid for everything including any possible sea passage, hotel accommodation and food. You are spared the discomfort of tackling strange languages, and even the necessity for tipping—that bugbear of most tourists—is eliminated. But the chief joy is that you will on no account be rushed and all things of beauty or interest will be pointed out to you by an unobtrustive courier who knows all about them. In this way a journey which might otherwise have been nothing more than a long motor ride is transformed into one of the most delightful episodes in your life.

Take, for instance, the run from Boulogne to Nice, which is so popular. The actual road from the coast to Paris is, of course, so well known that it would be superfluous to speak of it, but look at all the wonderful things that happen after you have left the capital behind you!

Barbizon, for instance, the little village which is known as "The Artist's Paradise." It is not difficult to realise as you look upon the background of Millet's "Angelus" that this spot has been chosen out of all the world by some of the greatest lovers of beauty that have ever lived. For what brush could tire of painting those quaintly garbed peasants at work on the furrow with their white bullocks? What poet could cease to sing of those thatched cottages peeping from between the yellow-leafed trees?

Then there is Auxerre with its long straggling High Street and a market which is noted for being one of the largest in France. There you will see stalls and stalls of fruit and many little "dog-drawn" carts. And, because you are travelling more or less leisurely you will notice, just before reaching Lyons, sparkling fresh earth with its fields and vines,—the first heralds of the South. You will have plenty of time to learn something of the City of Bridges itself. After dinner you will go to a cafe with its orchestra and smoke and sip French wines, good but cheap. And you will see for yourself how the people of Lyons live.

But the best of the run comes, as all good things should, right at the end. It is almost impossible to describe the beauty of the road over the mountainous Esterels. The slope after slope of shaded forest, each bend disclosing a view of the sea more beautiful than the last, while in the distance stand the green and the purple of the snow-capped Alps.

The Riviera at last! You find yourself gliding through a Paradise of terraces, vines, mimosa buds and sunshine—which you would not have enjoyed had you been determined to race the Blue Train!

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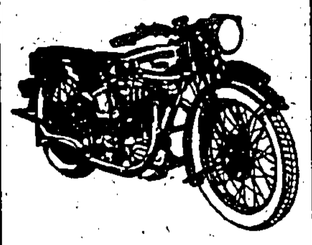

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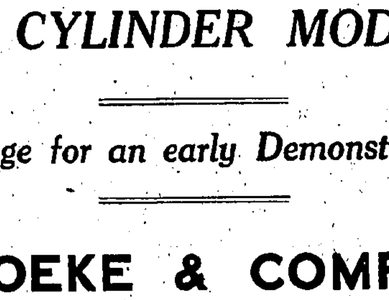

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Besides it's so handy. Easily packed, tidy—never spills. Buy your case to-day.

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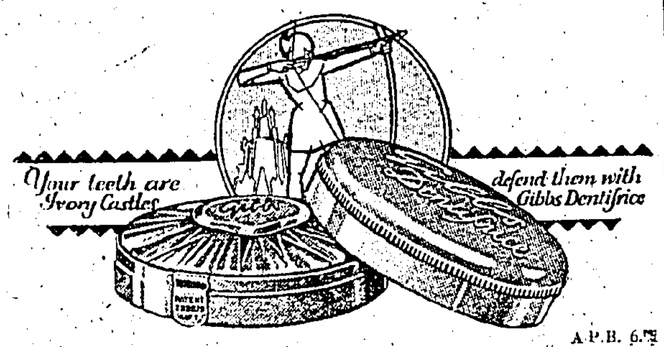

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THE AIR CRASH AT MEOPHAM.

INQUIRY HELD BEHIND CLOSED DOORS.

PROMISE IGNORED.

A further attempt by the Air Ministry to secure secrecy in regard to investigations into the Meopham (Kent) air crash on July 21 is revealed in correspondence published in London.

Six lives were lost in this crash owing to the inexplicable collapse of a foreign-built aeroplane piloted by a British airman.

At the inquest counsel acting for representatives of the victims pressed for every possible explanation of the accident but were denied the opportunity because the Air Ministry had decided to refer technical matters to the Aeronautical Research Committee.

A promise was, however, made by Major Cooper, the Air Ministry's Inspector of Accidents, that representatives of the victims would have opportunities of putting questions, advancing theories, and obtaining any information they desired at the meetings of the committee.

That concession is now being ignored by the Air Ministry, states a Home paper, which continues:

On August 14 Messrs. Guedalla, Jacobson, and Spyer, solicitors, wrote to the Air Ministry stating:

We are acting for the representatives of the late Sir Edward Ward and Mrs. Loeffler, who were victims of the crash, and we should be obliged if you would inform as what will be the terms of reference of the committee, how it will be constituted, and how soon it will function.

Questions Not Asked.

We should also be obliged if you would inform us whether the public will be admitted, and if you would confirm that our clients can be represented at the hearings of the committee by solicitors and/or counsel who will have an opportunity of putting questions to the witnesses and of obtaining information in connexion with our late clients' tragic deaths.

In making this request we desire to point out that there were a great number of questions which would have been, in the ordinary course of events, put to Major Cooper at the adjourned inquest were it not for the statement that a thorough investigation was going to be carried out by the committee to be appointed, and counsel appearing on behalf of our clients refrained from putting those questions on the understanding that a further opportunity would be given.

The reply on behalf of the Air Ministry was dated August 25 and stated:

The Air Council are satisfied that it will not be possible to ascertain the cause of the accident until the whole of the technical problems involved have been investigated by a body familiar with the technique of the construction and operation of aircraft and having previous experience of similar investigations.

The Aeronautical Research Committee is an independent advisory committee, composed of eminent scientific men, to whom it is the Council's practice to refer for further investigation all accidents of which the cause is obscure. In this case the committee will appoint a special sub-committee to investigate the accident and to report at the earliest possible date.

Request Refused.

Owing, however, to the absence abroad of various gentlemen whose services are required for the investigation, the sub-committee will not hold its first meeting until September 3.

The procedure and constitution of the committee and its sub-committees are not such as would lend themselves to the procedure which would be followed at a formal public inquiry, or to the attendance at their meetings of representatives of the victims of the accident or other interested parties.

When, however, the report of the Aeronautical Research Committee has been received by the Council, a copy will be sent to you, and you will then be able to review the position in the light of the best technical opinion that can be obtained on such a matter.

The correspondence is continuing.

A BRAVE RESCUE OF TWO GIRLS.

WOMAN SWIMS WITH ONE UNDER EACH ARM.

A woman gallantly rescued two children from a dangerous part of the Thames at Windsor and then refused to give her name and address.

It was ascertained, however, that she was Mrs. Winifred Norton, of Sedan-terrace, Windsor, and one of the best woman swimmers of the Royal borough.

The two children, Nancy Clark, aged 10, and Emily Jefferies (11), of Southplace, Windsor, were swimming when they got into difficulties.

Mrs. Norton, who was sitting on a seat on the promenade heard their cries for help and plunged in fully clothed.

The children had gone under, but she dived and, after a struggle, brought up both girls. Then, with one under each arm, she swam to shallow water and was dragged ashore exhausted.

Mrs. Norton is herself the mother of two children, and last year rescued a boy from drowning in the same part of the river.

OLD SHIPS SOLD ABROAD.

PLAN TO STOP UNFAIR COMPETITION.

SCRAPPING POOL.

The President of the Board of Trade has appointed a Committee to consider a scheme for the purchase and scrapping of redundant merchant vessels, which are over 20 years old, to prevent them falling into the hands of foreign shipowners, who are thereby enabled to compete unfairly with British shipowners in the freight market.

The scheme is that shipowners, should form a pool, and with Government assistance, buy each year a quantity of old tonnage for scrapping. This would also stimulate employment among shipbuilders and shipbreakers.

The sale of old ships abroad has for some time been engaging the close attention of British shipping circles.

It is contended in many quarters that when the Greeks, for instance, buy up old British tramp steamers at cheap rates these vessels enter into harmful competition with British owners. They involve a small capital outlay to their new owners, who also have much lower overhead charges.

Moreover, load line regulations in the countries of many of the purchasers have been less rigorous than those enforced by Great Britain, so that a still further advantage has been gained over British owners. The International Load Line Convention signed in July will undoubtedly minimise this particular difficulty, but the opportunities of favourable competition against Britain still remain.

Intense Competition.

It is true that no larger percentage of old tonnage is being sold abroad than before the war, but on the other hand, there is a larger surplus of world tonnage for the available demand, and competition is considerably more intense than before the war.

At the same time it must be remembered that the sale of an old ship as a sea-going concern brings in a considerably larger return than its sale for scrapping a factor which undoubtedly encourages owners to sell abroad even at the risk of enhanced competition.

Moreover, it is contended, at any rate in shipbuilding circles, that such great improvements have been made in modern technical construction that the economies afforded by a new ship more than counter-balance any advantage which the foreigner might gain by the cheap purchase of an old ship.

The new Committee will no doubt investigate these opposing views and determine what course of action is in the best interests of British shipping.

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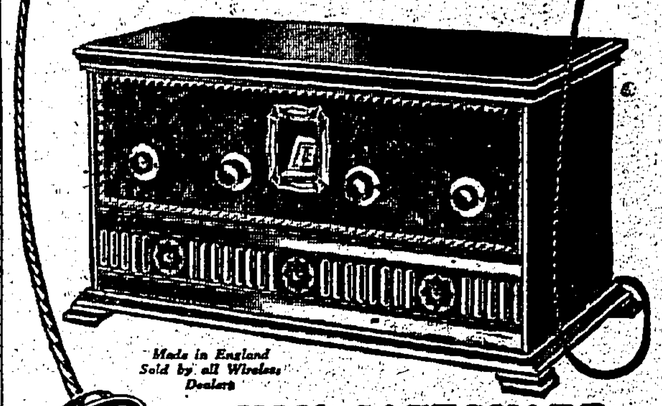

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CRICKET AND THE EMPIRE.

"RANJI'S" STRIKING ANALOGY.

RALLYING CALL.

The Jam Sahib of Nawanager, replying to the toast of "Cricket" at the farewell dinner to the Australian cricketers given by the President of the M.C.C., Sir Kynaston Studd, drew a striking analogy between the Empire and cricket.

"I very much doubt," he said, "whether there is any other country in the world to-day, except Britain, in which a man not belonging to that country would have been selected to reply to the toast of the most characteristic national game."

In replying to the toast of Cricket, he felt he was replying to the toast of the British Empire.

"The countries which together compose the British Empire," he continued, "consititute the greatest cricket team which the world has ever seen. Just as the members of a cricket team differ from each other in stature, in personal characteristics, in ability of one kind or the other, so the various components of the British Empire differ widely among themselves. But, in the one case and in the other, it is not with a series of individual units which we are concerned, but with a great team working for common good by bringing out the best from each component member.

Spirit That Triumphs.

"It is this spirit, I think, which has brought the British Empire through so many trials, certainly it is this spirit which carried us successfully through the greatest war which the world has ever known. But, as it seems to me, warfare and stress are not the greatest trials to which either a cricket team or an Empire such as ours can be subjected.

"The mark of a good team is the manner in which it fights a steady uphill battle; the mark of a great Empire, as it seems to me, is the manner in which it can pull together with all its resources, in order to make good.

"These post-war years are admittedly difficult. There are adjustments to be made in our Imperial team. Some of our players seem dissatisfied with their place in the team; there are some whispers, although of the most irresponsible kind, of resignation. It is occasions such as this, far more than the stress of a crisis, which test both the skill in the captain and the loyalty of the team.

"Every cricketer knows how easy it is on certain occasions to allow himself to become discontented if he start brooding over his own individual case. Every cricketer knows how strong is the temptation on occasion to criticise the policy of the captain; to blame him for not changing the bowling; and to criticise his placing of the field.

"Yet it is precisely this kind of temptation which cricket teaches us to avoid at all costs. How often have I wished that all the political leaders in all the countries of the Empire were cricketers! For if they had undergone the training and the discipline of the great game, I am sure they would find it easier than they appear to do at present to think first and last of the team.

To-day's Need.

"I am not a politician myself; and I am well aware that it is an easy thing to criticise the conduct of those whose difficulties one does not understand. But I cannot help thinking that all of us in this great British Empire need more of the spirit which cricket inculcates; we need more team work, more patience, and more unselfishness. To put the matter briefly, we need more of the true spirit of cricket.

"For cricket is more than a game; it is really a manner of living. I am sure it is one of the greatest contributions which the British people have made to the cause of humanity. It is certainly among the most powerful of the links which keep our Empire together. So long as we can maintain in that Empire the spirit of sportsmanship which cricket inculcates, so long shall we be ready, as a team, to meet and defeat any adversity which the future may hold for us.

"If the bowling is difficult, let us present a straight bat with courage and with determination.

The Princes of India.

"The Princes of India, to whose Order I have the honour to belong, have been very old members of Great Britain's team; and both on easy and on difficult wickets they have tried their best to play with a straight bat for the Empire.

"In times of peace, as in times of war, you will always find us ready. We are united to you and with you in the bond of devoted loyalty to the King-Emperor. Throughout the period of adjustment of relations between Great Britain and India, upon which we are now entering, I am certain that the Indian Princes will do their best to play a part worthy of their best traditions.

"Like good cricketers, they endeavour to keep up their wickets even under the most difficult circumstances. You can rely upon us in the future, as you have relied upon us in the past, to play the game, and to give every support in our power to the harmony and to the success of the Imperial team."

A VILLAGE OF THE STONE AGE.

RECONSTRUCTION WORK AT SKARA BRAE.

4,000 YEARS AGO.

In a car still bearing the Lascells coat of arms and used a year or two ago by Princess Mary herself, I have just been run over to Orkney's Pompeii, the Pictish hamlet of Skara Brae, which looks out upon the breakers of the Bay of Skaill, writes a *Morning Post* special correspondent.

This afternoon I watched the Office of Works lay the last divot in the restoration of this tiny township of the Stone Age, to which these breakers of Skaill disclosed the first clue in a gale of eighty years ago.

To-day the homes are set out as they were some four thousand years since, when the two skeletons found in the stone coffin were elderly women walking about in skins and suffering from "the rheumatics,"—or so it is inferred from an examination of their ancient bones. These households of the days when civilisation was beginning are shown "with the lids off." All save the roofs are here.

There are ten dwellings; or rather there are nine dwellings and a workshop. The workshop lies outside the great slab of stone by which at night time the little community shut out all prowling animals and men. Upon its floor has been found burnt clay cast off from the clumsy pottery discovered in the prehistoric homes.

A Pictish Interior.

The dwellings lie on each side of a narrow passage way which twists from side to side the better to baffle a pursuing foe. Between gate and passage extends a paved square which may have seen the birth of Parliament. From the passage into each dwelling runs the other passage, only two feet high, through which the prehistoric husband crept home to bed, after barring a stone slab of door with a strip of stone behind him.

His bed was but an oblong patch penned round with flat standing stones; and within living memory the folk in these islands have slept on furze laid upon the earth with similar standings stones at head and foot and coverlet to keep the cold out.

On the opposite side of the earthen floor are smaller pens for the children. In the wall between is the recess which served as cupboard for the household. The hearth is in the middle of the room, a rectangle marked off by small flat stones stuck in the ground. In one corner is a "knocking stone" used for mashing up bones to eat; in another, most curious of all, is a square hole sunk about twelve inches deep and puddled with clay to make it hold water. Here the housewife kept limpets and other shell-fish alive in salt water until the family were ready for a meal.

Problem of the Beads.

The only other apartment is a cubby hole at the end of a short passage which some say is just a prehistoric "box room": others, looking to the hundreds of beads which have been found stowed away in these inner chambers, maintain that this was the family safe. It depends on whether the beads were used as money tokens, which, in so young a people, seems improbable, or for the adornment of the ladies. Whatever their purpose, they were as popular four thousand years ago as lipstick is to-day. More than three thousand of them have been discovered, graded in size, as for a twentieth-century necklace, and made from all manner of bones, including the teeth of the horse and the walrus and the wild boar's tusk.

The great village "midden" was indeed a medley of these; of peat ash and limpet shells; of fine bone needles and stone pot covers, cut round, and a short piece of ox bone, with the knuckle for handle, beautifully shaped into an implement for skinning animals.

They wore skins, these men of the dawn. Big men they must have been (the skeletons of the two old women were five feet four inches tall), and bearded too—for who could shave with a knife of stone? Did they sail out upon the sea from the bay of Skail? Was it from there that came the foe against whom Skara Brae was fortified in a mood of fear not yet lost across the span of forty centuries?

We can only guess. Skara just raises the corner of the curtain, and already in a few months and while the work was still incomplete that glimpse has brought 2,700 visitors past the standing stones of Stenness to the Bay of Skaill. They have come from Australia, from Germany, from India, and from the United States. Especially from the United States.

MONDAY'S MUSICAL TREAT.

JOVITA FUENTES TO GIVE RECITAL.

Jovita Fuentes, the world-famous soprano and star of La Scala, Milan, State Opera, Berlin, and half-a-dozen other notable opera houses, will appear in one recital only here at the Theatre Royal on Monday evening, October 13th. Miss Fuentes is Impresario Strok's second great artistic presentation for this season.

Very glowing accounts have been received in the Colony regarding Miss Fuentes' successes in the Philippine Islands. After five capacity houses in Manila, the great artist proceeded to the various large provincial cities and had enthusiastic receptions everywhere.

After appearances in China and Japan, Miss Fuentes will return to Europe for a long season at the State Opera, Berlin, where she will appear in the leading role of "Salome" with Dr. Richard Strauss conducting his own work.

Miss Fuentes is to-day generally considered to be one of the greater luminaries of the European concert and operatic world. Her Hongkong programme will contain many of the operatic arias which have made the name of Fuentes a household one in many countries.

Booking for the recital is at Mountrie's.

CINEMA NOTES.

"PARAMOUNT ON PARADE" BRIGHT SHOW.

Would you like to see and hear Maurice Chevalier and Evelyn Brent in a slap-stick Lubitsch sketch which tells all about the Apache dance? Or Buddy Rogers and Lillian Roth in a bright, new, catchy-singing-loving act?

These are only a few of the hilarious, enjoyable moments, some in Technicolour, which set audiences applauding at the Central Theatre where "Paramount on Parade" is showing to full houses.

Everything in "Paramount on Parade" is swift, witty, sparkling. It's entertainment de luxe. It's like nothing so much as a great, big, joyous Hollywood party with dozens of the world's most popular stars doing their most amusing and entertaining stunts. It's like meeting these glamorous celebritites face-to-face and joining with them in a gay frolic.

Intimately familiar, these players, singly or a few at a time, entertain, thrill, charm with their ability and their engaging personalities.

MORE SEDITIOUS LEAFLETS.

FIVE SUSPECTS ARRESTED YESTERDAY.

Communists were again active yesterday, in connexion with the anniversary of the Double Tenth, when they distributed a large quantity of leaflets in the City. Prepared for the contingency, special plain-clothes men were posted in crowded thoroughfares, with the result that during the period of half-an-hour, five suspects were arrested one after the other, in Queen's Road Central between Wingkut Street and Aberdeen Street.

Leaflets thrown out from a tea-house near by also attracted the notice of the police, but the offender or offenders had vanished when the tea-house was entered.

Elsewhere, the day was a quiet one for the Police Force in general.

DUKE LEAVES HUGE FORTUNE.

DEATH DUTIES TO YIELD £1,000,000.

London, Oct. 10.

The late Duke of Northumberland left estate valued at £2,500,000, so far as can be ascertained at present.

It is estimated that the Death Duties will amount to over £1,000,000.—*British Wireless.*

Mr. George Lansbury, M.P., the First Commissioner of Works, is enthusiastic about a scheme to transform Trafalgar-square into lawns and flower gardens. He says: If such a scheme were carried out it would relieve the deadly monotony and tedium of the square for people who sit on the edges of the fountains with nothing to do. Those responsible for the scheme are willing to find the money, and I think the suggested improvements are excellent. The matter is under consideration, but I shall have to consult experts to see if it is practical before any steps are taken.

PRIME MINISTER'S DAUGHTER.

TO MARRY YOUNG SCOTTISH DOCTOR.

EDINBURGH ROMANCE.

The engagement of Miss Joan Margaret MacDonald, second daughter of Mr. Ramsay MacDonald, was announced recently in the following statement issued from 10 Downing Street:

"The engagement is announced between Alastair MacKinnon, M.B., C.M., son of the late Dr. John MacKinnon, of Somerset East, South Africa, and Broadford, Skye, and Mrs. MacKinnon, 6 Fingal Place, Edinburgh, and Joan Margaret, second daughter of the Right Hon. J. Ramsay MacDonald, M.P."

Miss Joan Ramsay MacDonald is 22 years of age and is studying medicine at Edinburgh University. In two years' time she goes to qualify for her medical degree.

In her first year's course she was awarded an honours medal for practical botany, and has gained other successes in her studies.

She is regarded as a brilliant student and is popular among her colleagues. She is a keen sportswoman and excels at rowing and hockey.

Miss MacDonald rowed No. 2 in the Edinburgh University women's boat which defeated Bristol University women's crew a few months ago.

Miss Joan is also a strong swimmer, and it will be recalled that she played a heroic part in the efforts made to save the life of Miss Phyllis Palmer, who was a servant girl in the employment of her father, and who was drowned while bathing at Lossiemouth, three years ago.

A Happy Meeting.

Behind the engagement is a romance that began two years ago. Dr. MacKinnon graduated last July M.B., Ch.B., at Edinburgh, and it was while Miss MacDonald and he were doing surgical work as students at the Royal Infirmary at Edinburgh that they met in one of the wards. The betrothal announcement is the culmination of that happy meeting. Mr. MacKinnon is a year older than his fiancee. Both are keen lovers of sport. But although Miss MacDonald is a keen oarswoman, Dr. MacKinnon prefers golf and tennis.

Some months ago Dr. MacKinnon went to London and met the Prime Minister and other members of the family. At present Miss MacDonald is the guest of her fiancee's mother in Edinburgh. Last month she was a bridesmaid at the wedding of Dr. MacKinnon's sister, Miss Mary Rhona MacKinnon, to Mr. Hector A. M'Nab, Glasgow, at St. Cuthbert's Parish Church, Edinburgh. Dr. MacKinnon gave his sister away.

The news of Miss MacDonald's engagement came as a great surprise in Lossiemouth, where she has been known since childhood.

Members of the family at Lossiemouth, although not wishing to discuss the engagement, stated that the wedding would not take place for some years yet.

No Plans Made.

Miss MacDonald told a reporter in Edinburgh that she was not to be married for at least two years, until she has completed her medical course. As yet, she said, they had no plans. "Dr. MacKinnon will shortly take up an appointment as house physician in Edinburgh Royal Infirmary, and I will continue my degrees studies."

Miss Ishbel, who is 27, is her father's hostess at No. 10. Miss Ishbel is a great social worker, and is Socialist member for South Poplar on the London County Council.

The youngest sister, Sheila, is still at school.

Of Miss Joan MacDonald's two brothers, Alastair and Malcolm, the latter is M.P. for Bassetlaw, Notts. He is 29.

EXCHANGE RATES.

	Thursday.	Yesterday.
Paris	123.825	123.845
Geneva	25	25
Berlin	20.425	20.425
Oslo	18.16	18.16
Helsingfors	193	193.1/16
Athens	375	375
Buenos Aires	39.1/16	38⅝
Shanghai	1/7	1/7
New York	4.85⅞	4.85 29/32
Amsterdam	12.045	12.045
Stockholm	18.09	18.09
Vienna	34.445	34.435
Madrid	48.20	47.85
Bucharest	818	818
Montevideo	39⅜	39
Hongkong	1/3.9/16	1/3.9/16
Brussels	34.825	34.835
Milan	92.795	92.79
Copenhagen	18.16	18.16
Prague	163¾	163¾
Lisbon	108.25	108.25
Rio	4⅝	4⅝
Bombay	1/5.25/32	1/5.13/16
Yokohama	2/0.17/32	2/0.17/32
Silver (spot and forward)	16⅝	16.11/16

—*British Wireless.*

DOLE INQUIRY DISCLOSURES.

MEN EMPLOYED BUT DRAW RELIEF.

THE STATE PAYS.

Liverpool, Sept. 10.

In a report issued to-day by Mr. F. G. Hanham, of the Ministry of Labour, who is investigating the casual labour problem of Liverpool, it is stated that there are 21,500 dock labourers registered and holding tallies which make them eligible for work on the docks and ships, and last year this number represented a surplus supply of labour of nearly 40 per cent.

Some remarkable facts came to light, states Mr. Hanham, during inquiries to discover the sources from which the appreciable number of tally-holders in receipt of only small wages supplemented their incomes. It is shown that during 1929 no fewer than 75 per cent. of the tally-holders lodged claims for unemployment benefit at the dock clearing houses.

During that year £45,083 was paid as contributions to the Unemployment Insurance Fund by employers and employees within the docks scheme, but £352,898 was drawn as unemployment benefit by tally-holders. The tally-holders thus drew from the fund over 7 4-5th times the combined contributions of themselves and their employers.

It is further revealed that some men receive relatively high wages for a short period of work by overtime or week-end shifts, and claim unemployment benefit for other days of the week in which these wages were received. Similar disclosures were made recently in the *Morning Post*, and attracted widespread attention. The deduction to be drawn is that there should be a special insurance scheme for dock workers based upon the amount of money earned, and not upon the days of unemployment.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, $1515 b.
Chartered Bank, £17 n.
Mercantile A. & B., £26⅞ n.
East Asia $111 n.

Insurances.
Canton Ins., $1,085 b.
Union Ins., $447½ n.
North China Ins., Tls. 160 b
Yangtsze Ins., $50 n.
China Underwriters, $2.70 s.
China Fires, $400 b.
H. K. Fire Ins., $1,080 b.

Shipping.
Douglases, $28½ b.
H. K. Steamboats, $26½ b.
Indo-Chinas, (Def.) $22 n.
Union Waterboats $32 n.

Mining.
Benguets, $8.70 n.
Kailans, 36/3 n.
Langkats, Tls. 8½ n.
S'hai Explorations, Tls. 1.30 b.
Raubs, $24¼ b.

Docks, etc.
Kowloon Wharves, $164 b.
Whampoa Docks, $32 s.
China Providents $5.15 b. (Old)
Hongkews, Tls 280 b.
New Engineerings, Tls. 7.30 n.
Shanghai Docks. Tls. 122 b.

Cottons.
Ewo Cottons, Tls. 12.35 b
S'hai Cottons, Tls. 83 (old) n.

Lands, Hotels, etc.
H. and S. Hotels, $11.30 b.
H. K. Lands, $75½ b. (Old)
do. $73½ b. (New)
S'hai Lands Tls. 305 b.
Humphreys, $16. b.
Realties, $8.50 s.
Chinese Estates $87 n.

Public Utilities.
Tramways, $17.90 s.
Peak Trams (old) $13.60 n.
Star Ferries, $83 s.
China Lights, (Old) $25. s.
H. K. Electrics, $78½ s.
Macao Electrics, $23 n.
Telephones $35½ b.
China Buses, Tls. 18½ n.
Singapore Tractions. 8/- n.

Industrials.
China Sugars, $1. s.
Malabons, $27 n.
Cald: Macg. Ord: Tls. 10.40 n.
Canton Ices, $3 s.
Cements (Comb.) $17.85 s.
Ropes $10½ b.
United Asbestos $5 n.

Stores, etc.
Dairy Farms, $26.60 s.
Watsons, $11.90 n.
Der A. Wings, $1 n.
Lane Crawfords, $3.75 n.
Mackintoshs, $19 b.
Sinceres, $11.60 n.

Miscellaneous.
Amusements, $23 n.
Constructions, $2.40 n.
B'que Ind. G. Bonds, 64% b.
H.K.G. Loan 8% Prem.

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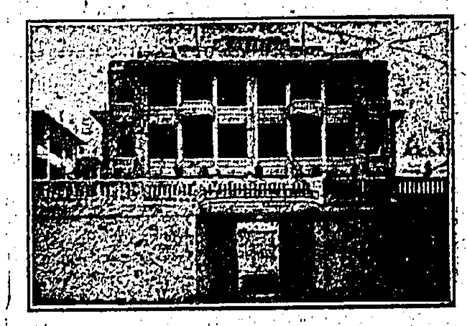

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206 *Hospitals* use gas fires as compared with 84 in 1912.

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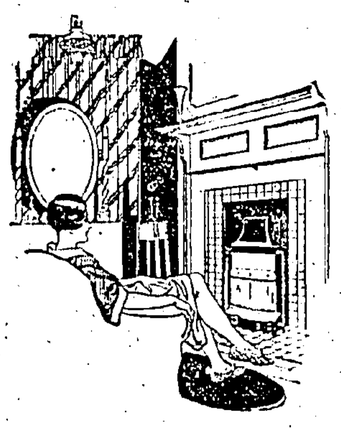

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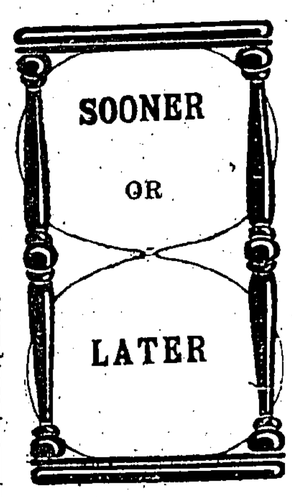

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RACE MEETING SURPRISES.

ZORHAN BEATEN IN THE FIRST RACE.

Thanks to excellent weather, the racing at Happy Valley yesterday was most enjoyable.

Only four starters went to the post in each of the principal events, but the betting was spirited and each race was a fascinating spectacle from start to finish.

The Dynasty stable succeeded in accounting for a double with Nationalist II and King's Colour. Mr. Chan's Zorhan was beaten in the first race after a rattling good run over a mile distance, and another pony from the same stable was beaten by a nominee from the Dynasty string.

1.—2.00 p.m. Kwangtung Handicap: "A" Class: One Mile.—For China Ponies. Top weight not to exceed 166 lbs. Entrance Fee $5. 1st Prize: $500. 2nd Prize: $300. 3rd. Prize: $200.

Mr. Dynasty's Nationalist II (146) (Mr. G. U. da Roza) 1
Mr. Chan Tin-son's Zorhan (166) (Mr. Frost) 2
Mr. Chan Tin-son's Winsome Stag (140) (Mr. Backhouse) 3

Won by four lengths; three lengths.
Time: 2.01-3/5 secs.
Pari-mutuel: Win $48.40.
Place 1st. $6.10; 2nd $5.10.

2.—Kwangtung Handicap: "C" Class: One Mile.—For China Ponies. Top weight not to exceed 166 lbs. Entrance Fee $5. 1st. Prize: $500. 2nd. Prize: $300. 3rd. Prize: $200.

Mr. K. C. Lau's Mount Elburz (149) (Mr. Proulx) 1
Mr. Widdecombe's Peter Guernsey (148) (Mr. da Roza) 2
Mr. Hau Un's The Partridge (157) (Mr. Harriman) 3

Won by two lengths; short head.
Time: 2.08-2/5 secs.
Pari-mutuel: Win $49.90.
Places 1st $19.10; 2nd $14.70; 3rd $23.50.

3.—Kwangsi Handicap: "B" Class: One and a Quarter Miles.—For China Ponies. Top weight not to exceed 166 lbs. Entrance Fee $5. 1st Prize: $500. 2nd Prize: $300. 3rd Prize: $200.

Mr. Yam Man's Carnival Eve (162) (Mr. da Roza) 1
Mr. Hau Un's Monterey Bay (156) (Mr. S. N. Pan) 2
Mr. Eve's Misty Eve (156) (Mr. Reidy) 3

Won by two lengths; one length.
Time: 2.39-3/5 secs.
Pari-mutuel: Win $7.70.
Places 1st $6.10; 2nd $10.80; 3rd $10.10.

4.—October Handicap: One and a Quarter Miles.—For China Ponies. Top weight not to exceed 166 lbs. Entrance Fee $5. 1st Prize: $750. 2nd Prize: $300. 3rd Prize: $200.

Mr. Ho Kom-tong's President Hall (160) (Mr. S. L. Pan) 1
Mr. Dynasty's Pride of Tsingtao (156) (Mr. da Roza) 2

Won by a length; three lengths.
Time: 2.38-2/5 secs.
Pari-mutuel: Win $7.20.
Places 1st $5.20; 2nd $5.60.

5.—Fukien Plate—Once Round (About 7 Furlongs, 55 Yards).—For China Ponies which have started in Hongkong at least three times since 1st January, 1930, and previous to this meeting, and which have not left the Colony this year. Winners of $2,000 and under in stakes at any time, weight for inches as per scale; 1 lb. penalty for every $200 or part thereof won in stakes in excess of $2,000. Winners of over $5,000 in stakes at any time barred. Entrance Fee $5. 1st Prize: $500. 2nd Prize: $300. 3rd Prize: $200.

Mr. W. T. Stanton's Mike (161) (Mr. Stanton) 1
Messrs. Lau and Lee's Duke of Chantilly (171) (Mr. Frost) 2
Mr. Harbot's Gay Caballero (161) (Mr. Harriman) 3

Won by four lengths; many lengths.
Time: 1.52-3/5 secs.
Pari-mutuel: Win $7.10.
Places 1st $5.50; 2nd $6.50.

6.—Kwangtung Handicap: "B" Class: One Mile.—For China Ponies. Top weight not to exceed 166 lbs. Entrance Fee $5. 1st Prize: $500. 2nd Prize: $300. 3rd Prize: $200.

Messrs. Chan and Tong's Chesapeake Bay (166) (Mr. Frost) 1
Messrs. Beith and Heard's Christmas Chimes (146) (Mr. Backhouse) 2
Mr. W. T. Stanton's Christmas Frolic (156) (Mr. Stanton) 3

Won by three lengths one length.
Time: 2.04-2/5 secs.
Pari-mutuel: Win $18.20.
Places 1st $8.30; 2nd $8.00; 3rd $21.00.

7.—Kwangtung Handicap: "D" Class: One Mile.—For China Ponies. Top weight not to exceed 166 lbs. Entrance Fee $5. 1st Prize: $500. 2nd Prize: $300. 3rd Prize $200.

Mrs. H. S. Chan's Pagoda (153) (Mr. G. U. da Roza) 1
Messrs. Newbigging and Gordon's Noukhall (154) (Mr. Newbigging) 2
Mr. Weefree's Grenadier (157) (Mr. Harriman) 3

Won by length and half; one length.
Time: 2.13-3/5 secs.
Pari-mutuel: Win $27.70.
Places 1st $10.30; 2nd $24.90; 3rd $10.60.

8.—Kwangsi Handicap: "A" Class One and a Quarter Miles.—For China Ponies. Winners of more than $3,000 in stakes at any time which are classified as "A" Class ponies, barred. Classifications will be declared after 27th September, 1930. Top weight not to exceed 166 lbs. Entrance Fee $5. 1st Prize: $500. 2nd Prize: $300. 3rd Prize: $200.

Mr. Dynasty's Colour (144) (Mr. da Roza) 1
Mr. Chan Tin-son's Windsor Stag (166) (Mr. Frost) 2
Messrs. Wong & Tang's Peppercorn (140) (Mr. Backhouse) 3

Won by two lengths; half length.
Time: 2.36-2/5 secs.
Pari-mutuel: Win $13.40.
Places 1st $5.40; 2nd $5.50; 3rd $6.00.

THE CASH SWEEPS.

Full List of Lucky Numbers.

Race 1.

No. 273	$995.40
,, 237	284.40
,, 44	142.20

Unplaced runners ($50 each) No. 487.

Race 2.

No. 511	$1,017.80
,, 42	290.80
,, 444	145.40

Unplaced runners ($50 each) Nos. 92, 218, 480, 467, 35, 338, 8, 349, 7, 753, 304, 397, 435, 479, 289.

Race 3.

No. 516	$1,667.40
,, 605	476.40
,, 263	238.20

Unplaced runners ($50 each) Nos. 150, 64, 466.

Race 4.

No. 374	$3,239.60
,, 486	925.60
,, 210	462.80

Unplaced runner (100 each) No. 356.

Race 5.

No. 152	$2,238.60
,, 714	639.60
,, 500	319.80

Unplaced runners ($50 each) No. 493.

Race 6.

No. 479	$1,999.20
,, 393	571.20
,, 187	285.60

Unplaced runners ($50 each) Nos. 492, 138, 381, 279, 263, 525, 629, 292.

Race 7.

No. 338	$1,778.00
,, 428	508.00
,, 640	254.00

Unplaced runners ($50 each) Nos. 252, 498, 580, 435, 154, 115, 9, 195, 630, 512, 168, 270, 187, 481, 683, 217, 240, 298.

Race 8.

No. 131	$2,056.60
,, 475	587.60
,, 672	293.80

Unplaced runners ($50 each) Nos. 553, 422, 449, 18, 234.

SEARCH FOR MANIAC MOTORIST.

FIVE MORE FALSE FIRE ALARMS IN LONDON.

The London Fire Brigade, after a day's respite, were again the victims last night of malicious calls, says a message of August 28. On five occasions between 9.30 p.m. and mid-night the firemen were rushed out to fires that had not occurred.

The brigade officials and police believe that the offences are the work of some maniac motorist who drives his car or motor-cycle round London, stopping at public telephone call-boxes where he rings up the brigade before making off in another direction to repeat the performance.

The firemen are working in conjunction with the police, and are keeping a strict watch as they go through the streets near the supposed fire, in the hope that the hoaxer responsible may return to observe the effect of his action.

The places to which the firemen were called to non-existent fires last night were: Denmark-road, Islington, N., Whitechapel-road, E., the Artillery Theatre, Woolwich, the Strand, and Hatton Garden.

HARBOUR RACES.

THE LADIES' AND OPEN EVENTS.

Dates for the annual harbour races organised by the Hongkong Amateur Swimming Association are announced. owing to the Chinese holding their own event each year, the race which was formerly held by the V. R. C. for Chinese has been abandoned and now only the Open and the Ladies' events are organised by the newly formed Association.

According to an announcement just issued, the Ladies' Harbour race will take place on Tuesday, October 14, while the Open event will be held the following day. On each occasion a launch will leave the V. R. C. for Kowloon at 4.30 p.m. sharp. Post entries will be accepted but sampans will be provided to accompany swimmers whose entries are received by Monday, October 13 at 6 p.m.

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ROAD DEATHS IN AMERICA.

IGNORANCE A FACTOR IN ACCIDENTS.

VICTIMS OF "HOGS."

Ignorance or violation of the principle of "right of way" is the greatest single factor of automobile accidents in the United States, according to the analysis of the causes of one hundred thousand accidents during 1929, which has been made by the American Automobile Association.

"Road hogs" who ventured on the wrong side of the road in passing other cars caused 34,197 of these accidents. But, strangely enough, while they are the cause of most accidents, they relatively cause fewest fatalities. Next to "hogging" on the road came speeding with one out of six accidents falling in this category; and with death's one in fifteen.

The highest percentage of the deaths—one in ten—was occasioned by running off the road; but only one in ten of the accidents was attributed to this cause. The passing of another car at a curve or on the crest of a hill produced one in fifteen deaths, but only one in ninety accidents.

Another less comprehensive study is that of Professor Richard Kirby Yale, who investigated the causes of accidents in the State of Connecticut during 1929. He finds that the bulk of accidents were due to human carelessness, four-fifths of all the accidents being either directly or indirectly the result of mistaken human behaviour.

He finds, however, that accidents have decreased during the past two years in proportion to the total mileage driven, as estimated from the sale of petrol within the State, and attributes this to the extension of traffic warnings, both lights and signs.

Connecticut, alone of the Eastern States, had no speed limit, but strictly penalises reckless driving, which covers excessive speed in congested areas, passing on curves, and failure to keep to the proper side of the road or similar *prima facie* evidences of recklessness.

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Judges: English Essay—Hon. Dr. R. H. Kotewall, C.M.G., LL.D.
Chinese Essay—Professor Lai Tsai Hi.

The Contest is open to all Chinese Students of Middle and Grade Schools. Prizes will be awarded separately for each subject. Contest closes of the 11th November, 1930. Full particulars obtainable from The Sun Co., Ltd., Stationery Department.

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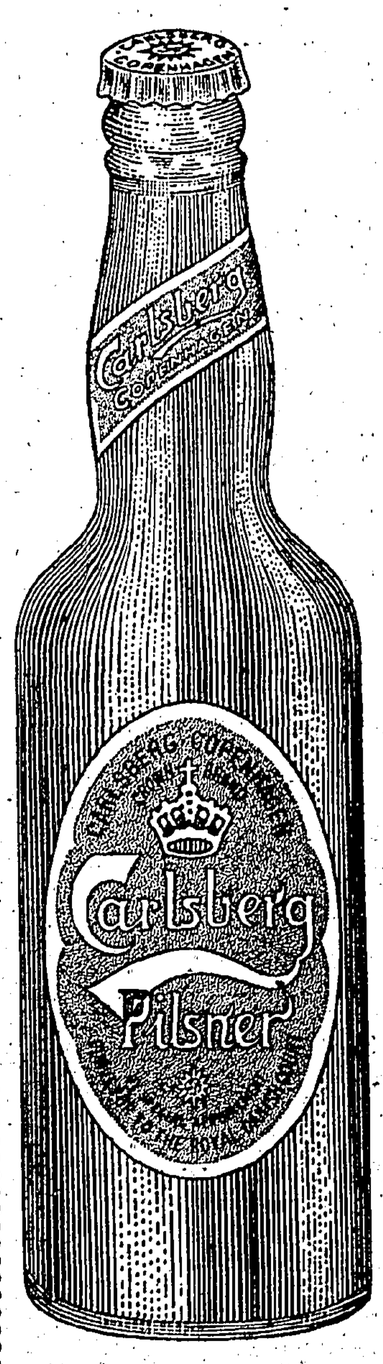

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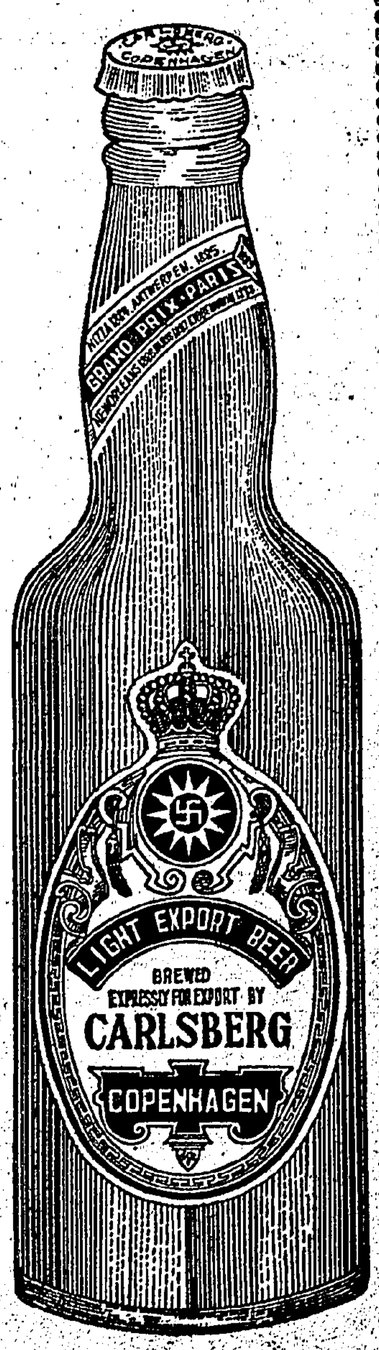

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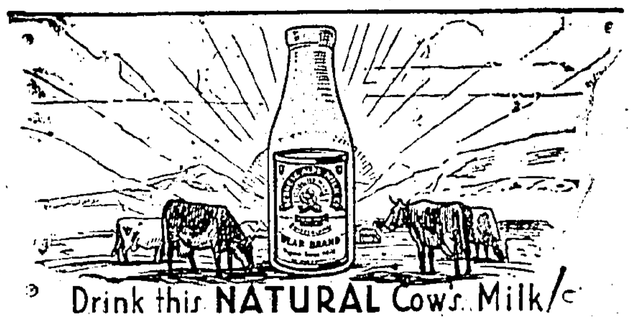

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THE HOLLYWOOD STORY—By Ernest Lynn.

CHAPTER XXXIII.

Another week slipped by. Paul Collier had gone to Seattle to spend his vacation.

"Think of me, my boy, on Mount Rainier, when the thermometer begins to sizzle."

He had asked Dan to wire him if Grand United took his play, so he would have an opportunity to celebrate. Only, Paul had not said "if"; he had said "when."

Dan began to think the studio's silence was unreasonable, and once or twice he had half angrily been tempted to call, believing that Grand United should be told there were other studios in Hollywood to whom he might submit his play.

And then one day Phillips' secretary called him and asked him to come over to the office. She said, with a smile in her voice: "It's good news, Mr. Rorimer, and I'm very glad."

"That's mighty nice of you," he told her, feeling that the world suddenly had become a much brighter place. "I'll be right over."

Phillips welcomed him with a broad smile and a hearty handclasp. "Think we were never going to decide, Rorimer? Well, it wasn't my fault—nobody's fault in particular; we've been sort of up in the air and things have to take their turn, you know."

At any rate, he said, Grand United wanted to buy his play. "I think it's pretty swell, and what's more important, so does Mr. Johnson. How much do you want for it?"

Dan gazed at him rather blankly, and Phillips laughed and told him not to look so flabbergasted. "Sit down. I just asked you how much you wanted for it, that's all."

"I haven't thought about that at all," Dan replied uncertainly. "All I could think about was whether it would suit you. How much is it worth to you?"

Phillips named a figure. "Is that satisfactory? I think it's very fair—more than you'd get anywhere else, probably. It's pretty high considering what we pay for most original stories, but I like your play and I think it's worth it."

That's perfectly satisfactory," Dad said.

* * *

"Good. I've been wanting to talk to you about it ever since I read it, but I've been so busy these last two weeks that I've been dizzy. Your play's got wallop, all right. You know, the night I took it home to read it we had company. Unexpected. They didn't leave until midnight, and after they'd gone I picked it up and sort of glanced at it, expecting to finish it the next day. Know what happened? I read it right through. It's got a great kick! I guess my secretary told you I was enthusiastic about it. Where'd you get the idea?"

Dan told him. Phillips smiled. "Well, now that we've agreed on price, I think we ought to have a little libation," he said, and he opened a little cabinet beside his desk and brought out a bottle and two glasses.

He poured one glass full, handed it to Rorimer, filled his own, lifted it to his lips, and there he paused. "Happy days," he said.

And when he had set his glass down he spoke through the interoffice phone to his secretary and asked her to find if Mr. Johnson was busy.

"The boss wants to see you," he told Rorimer. "Now that he's sold, he's sold hard. He's been asking a lot of questions about you and some of them I couldn't answer. You'll have to talk to him. Just between the two of us, he's pretty much interested in you. If he makes you any kind of proposition I hope you'll think it over, Rorimer."

Dan nodded and murmured something. Everything, he reflected, came in bunches. Not only had Grand United bought his play, but now Phillips talked as if they meant to offer him a job. And he thought of Paul Collier up in Seattle. That would be something to wire Paul, all right, if Johnson was going to make him an offer.

While they waited for his secretary to report, Phillips confided that "Traitor" would make a great story for Lester Moore.

"We've been looking for a story for Moore, and this is made to order."

Dan could not repress a smile at this, and at the other's look of inquiry he confessed that he had been waiting to hear that very thing said. "I had Moore in mind when I wrote that treatment. I was hoping you'd see it."

There was a muted sound on Phillips' desk, and he picked up the receiver and spoke with his secretary. He rose then. "He's in, Rorimer; let's go."

Mr. Johnson was very agreeable. He said, offering Rorimer a chair: "I've been inquiring about you. There's some great stuff in that play of yours; I like it very much. I understand you were over at Continental for a while. You were under contract there, weren't you?"

"Yes, I was."

"Why did you leave? Mind my asking? Did they fail to exercise their option?" He asked, smiling: "You see, I want to find out all about you."

Dan hesitated. "It wasn't exactly that," he said. "Since you ask me, I'll have to confess that I didn't get along very well with Adamson over there. I thought he was intolerable. I tore up my contract quite a while ago, and when they reorganized, Adamson fired me."

He grinned then, recalling his last interview with Adamson. "He said I was dead timber," he told Mr. Johnson.

The Grand United executive thought that was very fuuny. "I see. Well, we might be willing sometime to take a chance on some dead timber. That's great dialogue in that play of yours; good, authentic stuff. You were a newspaper man, weren't you?"

"Yes, Sir."

"I don't think you'd find us very unreasonable around here," Johnson said. "Do you, Phillips?"

And Phillips smiled. "There aren't any Adamsons over here," he said: "I know him, Rorimer."

"We thought it would be a good idea," Mr. Johnson resumed, "if you did the scenario for us; and we'd like to have you around to help out on it when production starts. There'll be changes, of course, here and there. You know all about that, though."

"I'll be ticked to death," Dan assured him. "And I know you've got to please your director and your actors, so I understand perfectly about the changes. I've made plenty of script changes right on the sets at Continental."

Mr. Johnson looked rather pleased. "Phillips will find an office for you to work in. I'm rather hoping you'll want to stay; I think we can use you. When you've finished the scenario, come in and see me, and we may have a contract to offer you."

He rested a hand on the manuscript that lay before him on the desk. "I think Lester Moore will be tickled with this story," he said to Phillips. "He just got back in town this morning, and I was talking with him a little while ago. He's coming over later on to read it."

Phillips nodded, and he suddenly thought of something. "By the way Rorimer, you told me if we took your play you'd tell me why you were so keen to sell it to Grand United." He laughed. "I told you I had a terrible curiosity. What was the reason?"

Rorimer smiled, and hesitated awkwardly. He said, "That's so! I did say that, didn't I?" and turned red.

Mr. Johnson looked inquiringly from one to the other. "What's all this?" he asked.

* * *

Now or never, Dan thought. "I'll tell you," he said. "Remember, Mr. Phillips, that I told you I had Lester Moore in mind for the part of Michael? Well, I had someone in mind for the part of Jenny, too. Maybe if I was right once," he suggested with a weak grin, "I might be right again. You never can tell."

"Stranger things have happened, I guess," Phillips admitted cheerfully. "Who was it? It wasn't hard to spot Moore, because that's the kind of stuff he eats up; but—"

"I doubt if you could guess." Dan looked apologetically at Mr. Johnson. "She's pretty new," he explained, "but she's under contract here. She's Anne Winter."

And Johnson frowned. "Anne Winter? But she's an ingenue type. This is pretty heavy stuff for her, isn't it?" He turned to Phillips for corroboration, and Phillips nodded his head in agreement.

"Her spot is musical comedy or revues. She's got a peach of a voice."

"I think," Dan said, "you'll find that Anne Winter can do just about anything you ask her to do."

Johnson's eyes twinkled. "You do? That's a pretty large order, isn't it?"

"I know it, but she played dramatic roles on the stage, you know, and that's her real ambition. But she's never had a chance to show what she could do. She never had any idea of singing or dancing in pictures when she came to Hollywood, but that's what they spotted her for."

"I guess," he continued earnestly, "that's one of the funny things about the motion picture business. Mr. Johnson; little accidental things get people started off on an entirely different track sometimes. Anne Winter never had a vocal lesson in her life, and yet it was her voice, more than anything else, that caused you to give her a contract. She can sing, all right, but she can act, too."

The twinkle had not left Mr. Johnson's eyes. "Is she a friend of yours?" he asked. "You seem to be pleading her cause rather well. In fact, I'd say you were pretty enthusiastic."

"She is, yes." Dan smiled. He said boldly, "And I am." He had been prepared to encounter some annoyance on the part of the studio executive; Johnson's pleasant scepticism troubled him not at all.

(To Be Continued).

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KARACHI	TONGKAH (BHURET)
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(ESTABLISHED 1917.)

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Reserve Liabilities of Shareholders	"	4,000,000
Surplus	"	2,626,000

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Reserve Liability of Proprietors ..$20,000,000

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IPOH	SUNGEI PATANI
JOHORE	TIENTSIN
KOBE	TOKYO
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KUALA LUMPUR	YOKOHAMA

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Paid-Up Capital .....Guilders 80,030,000.- (£6,669,170.)
Reserve Fund .....Guilders 40,015,000.- (£3,334,583.)

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Agents.

HOLIDAY CRICKET.

(Continued from Page 2.)

Lim experienced some bad luck, when he missed his century by two runs, after hitting sixteen 4's and a five.

Craigengower, as a result of his innings, and assisted by several double figure scores, totalled 203.

Alves (three for 60) and Pereira (three for 43) were the most successful of the visiting attack.

The Club de Recreio batted well in reply, and thanks to good performances by L. J. Guterres, H. A. Alves and Rodrigues, amassed an aggregate of 152.

R. Lee bowled with deadly effect, to capture half the wickets for 35 runs.

Scores:

Craigengower.

H. P. Lim, c Figueiredo, b Alves	98
R. C. Reed, b L. Guterres	18
A. B. Hamson, b Alves	5
A. T. Lee, b Pereira	10
J. L. Youngsaye, c and b, A. Guterres	22
U. M. Omar, c Alves, b A. Guterres	0
E. Zimmern, b Pereira	17
N. B. Kitchell, c L. Guterres, b Alves	19
R. Lee, not out	6
E. Howard, b Pereira	0
Extras	8
	203

Club de Recreio.

L. J. Guterres, c and b Lee	21
H. A. Alves, c Reed, b Lee	37
A. M. Rodrigues, c Zimmern, b Reed	32
F. J. Remedios, b Lee	15
F. H. Carvalho, c & b Omar	3
G. Guterres, b Lee	0
A. Prata, not out	18
C. L. Lopes, b Lee	0
J. H. Figueiredo, b A. T. Lee	10
A. P. Pereira, b Omar	1
Extras	15
	152

A man sitting in a London house has had a telephone talk with another who was travelling at 65 miles an hour in a Canadian express train. The conversation was between Mr. Robert Bell, assistant general manager of the L.N.E.R. and Mr. C. E. R. Sherrington, secretary of the Railway Research Service of Great Britain, who is travelling through Canada. During the conversation he was on board the "International Limited" of the Canadian National Railways on his way to Montreal.

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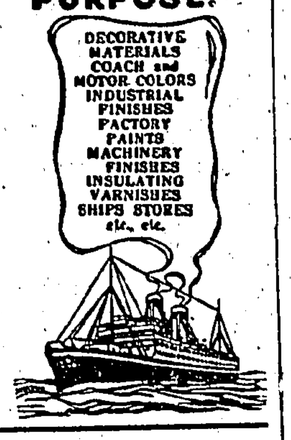

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Pres. Van Buren	...Nov. 16, 8 a.m.	Pres. Adams	Sun., Dec. 28, 8 a.m.

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Pres. Lincoln	...Oct. 21, 6 p.m.	Pres. Madison	...Nov. 4, 6 p.m.

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	Hopsang	Sun. 19th Oct at	7 a.m.
	Hansang	Wed. 22nd Oct at	7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Suisang	Thurs. 16th Oct at	3 p.m.
	Namsang	Satur. 25th Oct at	3 p.m.
	Kutsang	Fri. 7th Nov at	3 p.m.
TO OSAKA via AMOY, SHANGHAI & KOBE	Kutsang	Fri. 17th Oct at	7 a.m.
TO OSAKA via AMOY & KOBE	Hosang	Wed. 29th Oct at	7 a.m.
	Yuensang	Sun. 9th Nov at	7 a.m.
TO SANDAKAN	Hinsang	Wed. 22nd Oct at	noon.
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SPHINX	6th	Jan. 1931.
G. METZINGER	20th	Jan.

To YOKOHAMA via Shanghai & Kobe.

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ATHOS II	27th	Oct.
D'ARTAGNAN	11th	Nov.
ANGERS	25th	Nov.
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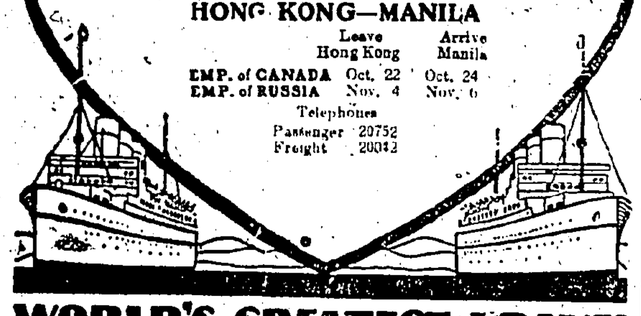
Empress of Canada	Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14
Empress of Russia*	Nov 12	Nov. 15	Nov. 18	Nov. 20	Nov. 28
Empress of Asia*	Nov.27	Nov 30	Dec. 2	Dec. 4	Dec 12
Empress of Asia*	Dec. 10	Dec. 13	Dec. 16	Dec. 18	Dec. 27
Empress of Canada	Dec. 25	Dec. 28	Dec. 30	Jan. 1	Jan. 9
Empress of Russia*	Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 23
Empress of Japan	Feb 5	Feb. 8	Feb. 10	Feb. 12	Feb 20
Empress of Asia*	Feb. 25	Feb. 28	Mar. 3	Mar. 5	Mar. 14
Empress of Canada	Mar. 12	Mar. 15	Mar. 17	Mar. 19	Mar. 27
Empress of Russia*	Mar 25	Mar. 28	Mar. 31	Apr. 2	Apr. 11
Empress of Japan	Apr. 1	Apr. 4	Apr. 7	Apr. 9	Apr. 17
Empress of Asia*	Apr. 17	Apr. 20	Apr. 23	Apr. 25	May 4
Empress of Canada	May 2	May 5	May 7	May 9	May 17
Empress of Russia	May 15	May 18	May 21	May 23	June 1

*(Call at Nagasaki the day after departure from Shanghai.)

HONG KONG—MANILA

	Leave Hong Kong	Arrive Manila
EMP. of CANADA	Oct. 22	Oct. 24
EMP. of RUSSIA	Nov. 4	Nov. 6

Telephones
Passenger 20752
Freight 20042



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	Sailing about	
M.V. "CANTON"	29th	October.

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Steamship "PEMBROKESHIRE" ... ... 12th Oct.
Steamship "GLENIFFER" ... ... 7th Nov.
Motor Vessel "GLENOGLE" ... ... 21st Nov.
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AGENTS: THE GLEN LINE, LTD.

PICNIC TO INMATES OF BLIND HOME.

FIFTY-EIGHT BLIND GIRLS TAKEN TO SHEK-O.

The Committee responsible for the organisation of the picnic to the inmates of the Blind Home, Pokfulam Road, which took place at Shek O on Saturday last, wish to announce that the event, favoured as it was with ideal weather, turned out to be a great success. There were 58 blind girls present and they thoroughly enjoyed themselves. Twenty-three motor cars very kindly loaned by friends, left the Home at 3 p.m. via Repulse Bay. After some two hours on the beach, ending with presents being distributed to each of the blind girls, the party returned to the Home via Shaukiwan.

Thanks are very gratefully extended to those who so very kindly donated money, cakes, fruits and confectionery, and to those who loaned motor cars for the occasion; to Messrs. W. R. Loxley and Co. for a case of Lux toilet soap; and to Mr. B. C. Randall and the Flying Squad of the Police Reserve for valuable assistance given in escorting the party to Shek O and back.

Donations were received from the following:—The Netherlands Trading Society, Col. T. A. Robertson, Chief Inspector P. Grant, Mr. G. S. Archbutt, Mr. M. J. Quist, "Raphael", Mr. A. Reinshagen, Prof. J. L. Shellshear. Mr. Tan Eng Hooi, Mr. A. G. W. Tickle Mr. H. A. Allen. Major H. B. L. Dowbiggin, Mrs. B. Lyon, Mrs. M. Mather, Dr. T. W. Ware, Rev. L. N. Watkins, Mr. W. Allen, Miss E. Samy, Mrs. Ho, Mrs. A. W. Millar, and Miss D. Tam, making a total sum of $185.00, out of which was expended the sum of $65.00. The balance not expended will be forwarded to Miss S. Moritz, Matron of the Blind Home, in due course for the purchase of clothing for the blind girls or for any other purpose as may be deemed fit.

Thanks are also extended to the following for so kindly placing cars at the Committee's disposal for the occasion:

Hon. Mr. E. D. C. Wolfe, Hon. Dr. R. H. Kotewall, Dr. B. Hahn, Chairman of the Tung Wah Hospital, Mr. P. W. Parker, Col. T. A. Robertson, Chief Insp. P. Grant, Mr. P. S. Cassidy, Mr. A. G. W. Tickle, Mr. C. Bitzer, Mr. F. E. E. Booker, Mrs. L. B. Holmes, Dr. E. W. Kirk, Mr. O. May, Mr. D. W. Morley, Insp. T. Murphy, Mr. C. S. Rosselet, Miss E. Samy, Mr. R. Schiffler, Rev. A. D. Stewart, Mrs. U. W. Strelley, Mr. W. N. Thomas Tam, and Dr. T. W. Ware.

The Committee wish further to thank all friends who so very kindly assisted in various ways before and during the picnic thus helping to make it the success it was.

MR. LENOX SIMPSON IMPROVING.

SERIOUS COMPLICATIONS STILL POSSIBLE.

Tientsin, Oct. 10.

Interviewed this morning by Reuter, the doctor attending Mr. Lenox Simpson states that while the patient's general condition continues to register slight improvement the local conditions regarding the wound and the paralysis of the intestinal organs are the same as before.

He emphasised that while at the present time there is no apparent danger of immediate death, serious complications are momentarily possible owing to the grievous nature of the wound and its effect on the patient's bodily functions. —*Reuter.*

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Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

The Steamship

"MIRZAPORE"

carrying His Majesty's Mails, will be despatched from this Port on or about **Thursday, the 16th October, 1930, at Noon,** taking Cargo for the above Ports.

Silk, Valuables and tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 p.m. the Day before Sailing. The Contents and Value of all Packages must be declared.

For further Particulars, Apply to—

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Hongkong, 9th October, 1930.

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And
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

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are requested to take delivery of Flour, and Lumber shipments as soon as the vessel is ready to discharge and are hereby notified that if their lighters are not placed alongside the steamer as required, their shipments will be discharged into Holt's Wharf Kowloon, at their expense, where the cargo will lie also at their risk and expense and subject to the terms and conditions of storage at Holt's Wharf. Steamer will commence discharge on the 11th October.

General cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignees' risk and subject to the terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from the Godown on and after 11th October.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all General Cargo remaining undelivered after 17th October, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 31st October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Hongkong, 10th October, 1930.

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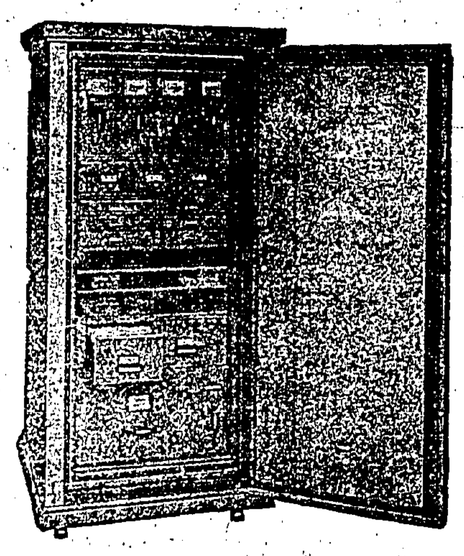

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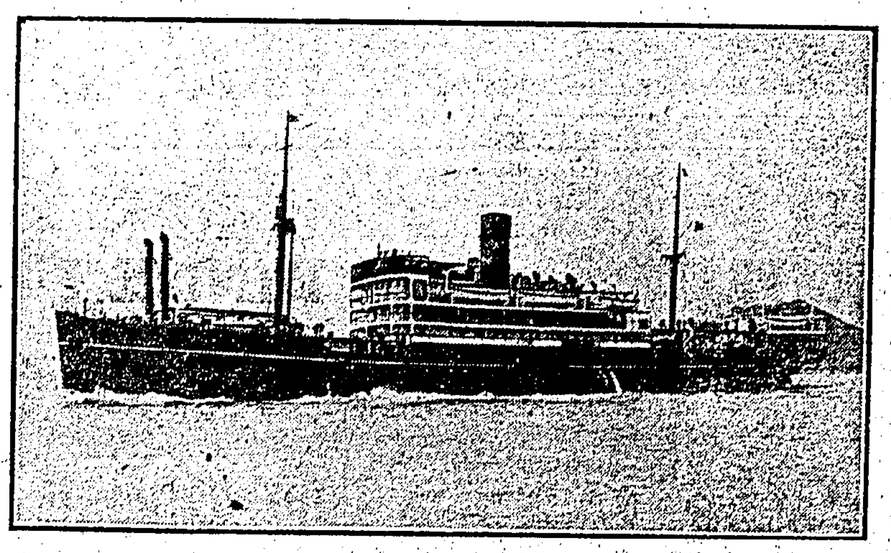

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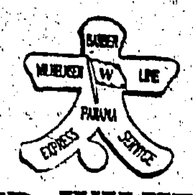

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
†MIRZAPORE	6,715	16th Oct.	Straits, Colombo & B'bay
*KHYBER	9,114	25th Oct.	M'les, L'don, Hull, R'dm & A'werp
MACEDONIA	11,120	8th Nov.	Bombay, M'les & L'don
†KIDDERPORE	5,334	11th Nov.	Straits, Colombo & B'bay
†NAGPORE	5,283	15th Nov.	M'les. Barcelona, L'don, Hull, H'bg. R'dm & A'werp
*KARMALA	9,128	22nd Nov.	M'les, L'don, Hull, H'bg, R'dm & A'werp

†Cargo only. *Calls Casa Blanca.

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BRITISH INDIA-APCAR SAILINGS

TILAWA	10,000	24th Oct.	S'pore, Penang & Calcutta
TALAMBA	8,018	16th Nov.	S'pore, Penang & Calcutta

B. I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

NELLORE	6,853	31st Oct.	Manila, Thurs, Island, Townsville, B'bane Sydney and Melbourne
TANDA	6,956	5th Dec.	
ST. ALBANS	4,500	2 Jan. 1931.	

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.

The E. & A. S.S. C., Ltd. steamers will also call at Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.,

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. French Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

‡KIDDERPORE	5,334	12th Oct. 5 p.m.	S'hai, Moji & Kobe.
‡BENALLA	——	17th Oct.	Shanghai & Kobe
KARMALA	9,128	18th Oct.	S'hai, Moji, Kobe & Yoko
TALAMBA	8,018	22nd Oct.	Amoy, Moji, Kobe & Osaka
MACEDONIA	11,120	23rd Oct.	S'hai, Moji, Kobe & Yoko

‡Cargo only.

All dates are approximate and subject to alteration without notice.

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FIRST CLASS FARE TO SYDNEY, £95 RETURN
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(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
CHANGTE	October 14th	October 21st	October 24th	November 9th
TAIPING	November 14th	November 21st	November 24th	December 10th
CHANGTE	December 16th	December 23rd	December 26th	January 11th
TAIPING	January 14th	January 24th	January 21rd	February 8th

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Daily at 2.15, 5.10, 7.15 and 9.20 p.m.

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Your thirty film favorites, singing, dancing, romancing. Laughs, drama, song hits galore. Hear "Sweeping the Clouds Away," "Any Time's the Time to Fall in Love."

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"PARAMOUNT ON PARADE"

Hear

MAURICE CHEVALIER

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STANDARD OFFICE TYPEWRITER

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MACHINES BUILT FOR DURABILITY AND LONG SERVICE.

SOLE AGENTS

DODWELL & Co.

REPORTED FALL OF LOYANG.

NANKING CLAIMS TO SEIZURE.

KUOMINCHUN SAID TO BE ON RETREAT.

FURTHER INTRIGUE.

Shanghai, Oct. 10.

Following the Nationalist occupation of Chengchow, the important city along the Peking-Hankow Railway, the latest information from Nationalist military intelligence circles in Honan claims the occupation of Loyang, the Headquarters of Marshal Feng Yu-hsiang and his Kuominchun forces.

Yesterday, according to reliable foreign sources, the Kuominchun Army was making a stubborn stand at Loyang, fighting desperately against the advancing Nationalist army, but reports now say the city has fallen.

Kuominchun Defeat.

This morning Nanking official circles were informed that the Nationalist officer commanding the Loyang attack, General Yang Fu-ching, occupied Loyang yesterday morning, the main body of defeated Kuominchun troops retreating to Shenchow. Marshal Feng Yu-hsiang, who was last known to be with his army at Loyang, has left for Shenchow.

The Nanking victory, if confirmed, will undoubtedly lead to the Nanking occupation of Honan Province, thus frustrating the Kuominchun scheme to hand over the administration to the Manchurians in Chihli rather than to surrender to Nanking.

Military Intrigue?

Whilst rumours of an alliance between Marshal Feng Yu-hsiang and Marshal Chiang Kai-shek continue to circulate in Honan, it is significant to note that in some cases when cities were occupied by the Nanking forces the Kuominchun forces were given an opportunity for an automatic and organised withdrawal.

The Nanking Commanders have since announced that they have no intention of perpetrating further slaughter of their own compatriots and are showing leniency to the Kuominchun troops, hoping that they will surrender.

The exact meaning of the peaceful turnover of the Kuominchun troops at present cannot be explained but it seems certain that the forces of both sides will not contemplate further strife for some months. Both the Kuominchun forces and the Nanking army are exceedingly tired of the operations along the Lung-Hai Railway. The Railway has been devastated beyond description and revenue has been completely stopped for several months on account of the warfare.

Army Isolated.

The army of General Shih Yu-shan, a doubtful northern Commander, who has been neutral during the recent the Nanking-Shansi struggle in Shantung, has made a most significant move by penetrating into northern Honan from Shantung.

His real motive is not known, but the spectacular march from Shantung to Henan was most unexpected. General Shih Yu-shan, no doubt, is taking advantage of the chaotic state of Honan, where the Nationalist forces are busy engaged in eliminating or driving the Kuominchun troops out of their strongholds, and the latter are seeking to avoid total destruction.

Northern Honan is now partly under the control of General Shih Yu-shan, and observers predict that his presence will prevent a linking up of the Manchurian and Shansi forces.

It should be noted that while the Kuominchun shows sign of joining Nanking, the peaceful Shansi turnover at Peking and Tientsin is understood to be part of a Shansi-Manchurian understanding which some pessimists believe may lead to another alliance and further war.

Earlier Report.

Peking, Oct. 10.

The vernacular newspapers state that, despite the alleged agreement between the Central Government at Nanking and Marshal Feng Yu-hsiang, severe fighting is continuing around Loyang, Honan, which the Kuominchun forces are holding desperately. The Shansi troops are reported to be withdrawing towards Niangtzekuan and other mountain passes on the borders of Shansi.

The vernacular newspapers also state that Mr. Wang Ching-wei, the Kuomintang Leftist leader, is leaving Shansi shortly for Russia, *via* Urga.—*Reuter.*

THREE AUSTRALIA FLIGHTS.

TWO AIRMEN DETAINED IN PERSIA.

OTHERS PROGRESSING.

Bagdad, Oct. 10.

Flying Officer Chabot and Major Pickthorne, who are attempting to fly from England to Australia in a week, arrived here to-day and then took off again on their journey. They arrived at Lingah in the afternoon, and have been detained by the Persian authorities.—*Reuter.*

Basra, Oct. 10.

Flight-Lieutenant Hill, who is also on a flight to Australia, has arrived at Bushire from here. From Aleppo to here he lost his bearings over the desert.—*Reuter.*

There was a curious error in yesterday's British Wireless, which stated that Hill had reached Karachi, having flown from England in the record time of five days.

Calcutta, Oct. 10.

Captain Cunningham, the Australian airman, has abandoned his flight to England, owing to financial reasons, after a series of misadventures.

He had previously crashed at Kyaukpu, had magneto trouble in Batavia, and landed in a swamp near the Singapore Aerodrome.—*Reuter.*

Athens, Oct. 10.

Major Kingsford Smith, who is on a flight from England to Australia, has arrived here from Rome.—*Reuter.*

Singapore, Oct. 10.

Capt. F. R. Matthews has crashed between Singora and Bangkok, on his flight to Australia.—*Reuter.*

[Capt. Matthews left Croydon on Sept. 16 on a flight to Australia, but has had a run of misfortune. He arrived at Karachi on Sept. 22, Calcutta on the 24th., and Rangoon on the 25th., but had to make a forced landing in Siam on Sept. 27.]

The lower deck of the Navy at Portsmouth have decided not to organise a flag day on behalf of the Trafalgar Orphans Fund this year. At the annual meeting of the Portsmouth Committee of the Royal Richardson, Royal Marines, the Chairman, stated that the greater part of last year's total, £1,500, was raised by subsidiary efforts and not by the flag day, and in the past year or two it had become increasingly difficult to get volunteers among the naval ratings to act as collectors in the streets. The Commander-in-Chief, Admiral of the Fleet Sir Roger Keyes, said he hoped the lower deck would see to it that the Port's contribution to the fund was not lessend by changed methods.

R.101 MEMORIAL SERVICE.

BURNT FLAG DRAPES THE ALTAR.

IMPRESSIVE SCENES AT WESTMINSTER.

PUBLIC PAY TRIBUTE.

London, Oct. 10.

The Prince of Wales representing the King, accompanied by his brother the Duke of York, took part in the memorial service to the victims of the R.101 at St. Paul's Cathedral.

The Prime Minister, with his two daughters, and almost all the members of the Cabinet, several ex-cabinet ministers and their wives, and members of Parliament attended.

The Dominion Premiers and other delegates to the Imperial Conference were present in a body.

The French Air Minister, M. Laurent Eynac, the Italian Air Minister, General Balbo, the Belgian Minister of Communications, M. Lippens came specially to London to attend the service, as did Dr. Eckener, one of the pioneers of airship travel in Germany.

The simple service was broadcast throughout the Empire and was relayed by all the German stations.

A solemn requeim mass was simultaneously held at Westminster Roman Catholic Cathedral. After the service at St. Paul's, large crowds filed past the scorched and tattered flag of the R101 which draped the altar.

Lying in State.

Scores of thousands of people paid a tribute of respect to the victims, whose bodies, in coffins covered by Union Jacks and surrounded by wreaths and flowers, lay in state throughout to-day at Westminster Hall.

Special police arrangements were necessary to control the traffic in the neighbourhood which particularly in the late evening became very congested. By permission of the King, Westminster Hall remained open till ten o'clock to-night and the constant stream of silent mourners continued till long after dark.

Helium Supply.

Washington, Oct. 10.

President Hoover stated to-day that the American Government has been encouraging rather than hampering the export of helium gas.

The law expressly provided that the Government might at any time issue licences for the export of the gas. Every application for a licence in the past two years had been granted.—*Reuter.*

Shanghai Ceremony.

Shanghai, Oct. 10.

The Royal Air Force Association placed wreaths on the Cenotaph this morning in memory of the R101 victims.

One wreath was laid by Messrs. J. D. E. Shotter and W. A. G. Price, both of whom were associated with the late Major Scott in the air service. Mr. Shotter was an engineer officer, in the R34 in her Atlantic flight, and is the sole surviving trained rigid-airship officer of His Majesty's wartime airship service.

Another wreath was laid by Mr. V. J. Palstra, a brother of one of the victims, Squadron Leader Palstra (Australia).

A third wreath was from the British Women's Association.—*Reuter.*

FINE WEATHER.

The local weather forecast to noon to-morrow is:—North-east winds, fresh; fine.

"PICTURES" AND THEN DINNER

COCKTAILS and then Dinner.

TO-NIGHT'S MENU $1.75.

1.—Fruit Cocktail
2.—Hot or Cold Beef Tea
3.—Green Turtle Soup
4.—Boiled Garoupa; Shrimp Sauce
5.—Boiled York Ham and Spinach
6.—Lamb Cutlet, Green Pea Sauce
7.—Roast Turkey and Sausage
8.—Roast Pheasant, Bread Sauce
9.—Croquette Potatoes
10.—Boiled Potatoes
11.—Mashed Potatoes
12.—Fruit Engate
13.—Ice Cream
14.—Fruit 15.—Coffee

DINNER AND THEN "PICTURES"

LANE, CRAWFORD'S RESTAURANT.

QUEENS OF HONG KONG

BOOK IN ADVANCE AND AVOID THE RUSH

AT THE **QUEEN'S** FROM TO-DAY PUNCTUALLY at 2.30, 5.10, 7.15 & 9.20

All talking, singing, dancing musical comedy

HEAR— JANET GAYNOR sing

SUNNY SIDE UP

with JANET GAYNOR • CHARLES FARRELL

Stand up on your legs, be like two fried eggs— Keep your SUNNY SIDE UP!

THE YEAR'S BIGGEST PICTURE

QUEEN'S COMING SHORTLY

THE CHINESE DRAMA

"The FIGHTING APE"

WITH TITLES IN ENGLISH

AT THE **WORLD** TO-DAY TO TUESDAY At 2.30, 5.15, 7.15 & 9.20 (Interpreter at all Performances)

AT THE **STAR** Final Showings To-day At 2.30, 5.30 & 9.20

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